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THE AMERICAN ELEVATOR AND GRAIN TRADE

Entered as second-class matter June 26, 1885, at the Post Office at Chicago, Illinois, under Act of March 3rd, 1879.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
Mitchell Brothers Publishing Co.

VOL. XXXIV.

CHICAGO, ILLINOIS, AUGUST 15, 1915.

No. 2.

One Dollar Per Annum.
SINGLE COPIES, TEN CENTS

**Finley Barrell
& Co.**

**GRAIN
and
PROVISIONS**

203 S. La Salle Street
CHICAGO

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**MOHAWK
ELEVATOR BELTING**

of your Contractor or Dealer

Manufactured by

*The Gutta Percha & Rubber Mfg. Co.
301 West Randolph St., Chicago, Ills.*

**We Solicit Your
Consignments**

HARRIS, WINTHROP & CO.

**Commission
Merchants**

STOCKS-BONDS-GRAIN

**The Rookery
CHICAGO**

MEMBERS

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Consign your Grain and Field Seeds to

Somers, Jones & Co.

82 Board of Trade, CHICAGO

The WAGNER

Covers all markets. Ask for the weekly or daily issue. Has the largest circulation of any grain literature. 1915 wheat and provision circulars on request. Investment inquiries in wheat, corn, oats, provisions, cotton securities, cotton oil, answered by mail or wire. Estab. 28 years. E. W. WAGNER & CO., 208 So. La Salle St., Chicago.

LETTER

COURTEEN SEED CO.

MILWAUKEE, WISCONSIN

**CLOVER and TIMOTHY
SEEDS**

SPECIAL PRICES ON GRAIN BAGS

Write Us When Interested

JAMES E. BENNETT & CO.

Member Chicago Board of Trade

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**GRAIN PROVISIONS
STOCKS—BONDS**

Ship your grain to us.

Chicago—Peoria—St. Louis

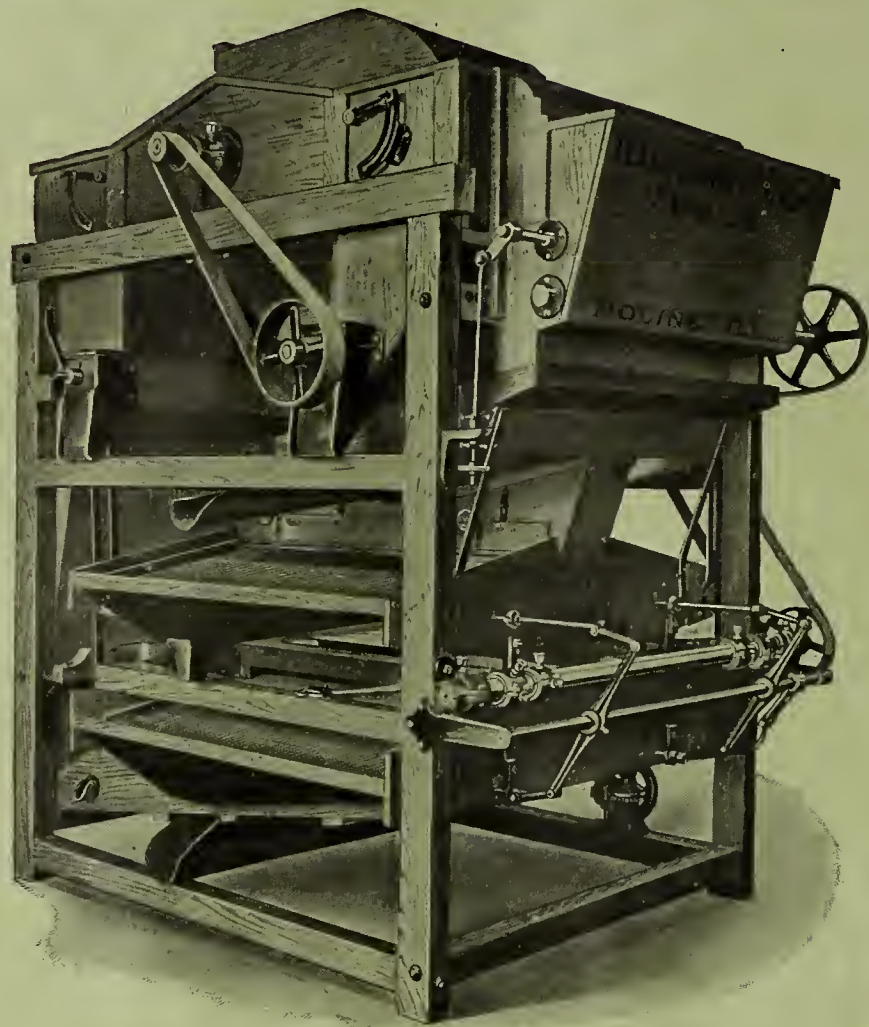
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ST. LOUIS
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Everything Desirable



Barnard's Separators contain every desirable feature

The journal boxes and eccentrics are self-oiling in the latest and most perfect manner.

The sieve cleaning device which is applied to the under side of the sieves, is superior to any other device used for the purpose. It lifts the clogged material out of the holes and causes it to tail over instead of assisting it to pass through with the grain.

The settling chambers are extra large, and thoroughly collect all heavy material, allowing only the light dust to be blown out by the fan.

The sieves are all adjustable and are easily removed and changed for different kinds of grain.

In short, these machines are light running, easily controlled and operated, have large capacity, are durable and efficient.

We furnish them under the fullest guarantee.

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**MILL BUILDERS AND
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ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

Efficient Equipment is Needed to Handle and Market This Year's Bumper Corn Crop at a Profit.

Now if you should visit a hundred grain elevators or corn mills in your section of the country you would find more Western Shellers than any other type of sheller on the market today. And why so many Western Shellers?

The popularity of the Western is due to its reliability, durability and economy, making it the most popular sheller on the market today.
Sales on.

Western Shellers

increased 50% in the past five years, being now found in thousands upon thousands of elevators and mills throughout the country. This is an unequaled record for the entire sheller industry for this period which covers sales in this country as well as abroad.



"Western" Regular Warehouse Sheller



"Western" Pitless Warehouse Sheller



Western Shellers are designed for easy installation and are built very strong and of the best material. All shelling surfaces are subject to special chilling process, making them hard as steel. They run at a slow speed, insuring cool boxes and uncut bearings, are self-feeding, require no attention, and occupy less floor space than any other sheller of equal capacity. Western Shellers are built in five styles with capacities varying from 125 to 2000 bushels per hour, and are the most dependable sheller on the market today.

The Western Sheller is a guarantee of dependability. Western operators never have any anxiety as to whether their sheller will work all the time. Thousands of operators will verify this claim. You are safe when you buy a Western.

Therefore be a Western operator and enjoy the satisfaction and prosperity experienced by Western operators everywhere.

IMPORTANT Write today for elegant cloth-bound catalogue on the famous Western Shellers and Cleaners and be convinced. Your copy has been laid aside. A postal will do.

UNION IRON WORKS, Decatur, Ill.

Complete Line of Shellers and Cleaners Kept at 1221-23 Union Ave., Kansas City, Mo.

Join the "Scientific" Booster Club

No matter what feed mill you visit, if it has a "Scientific Ball Bearing Attrition Mill Installation" there you will find a "Scientific" booster. And you will find "Scientific" boosters everywhere for the "Scientific" is a money maker in any mill. It will grind as much feed for 60 cents as can be ground in other mills for one dollar and grinds a better quality feed, giving entire satisfaction to the most exacting trade. Ask any "Scientific" operator.

"Scientific" Leadership

We have studied the feed milling question for the past—years and offer you a mill that is **designed right by men who know how**, a mill made of the **best material** in a modern factory where **grinding machinery** is a specialty.

In addition to the mill illustrated herewith we build a **Single Disc Grinder** with hinges that open like a clock, requiring but a moment to do it. It can be furnished with either **right or left hand plates**.

"Scientific" Exclusive Features

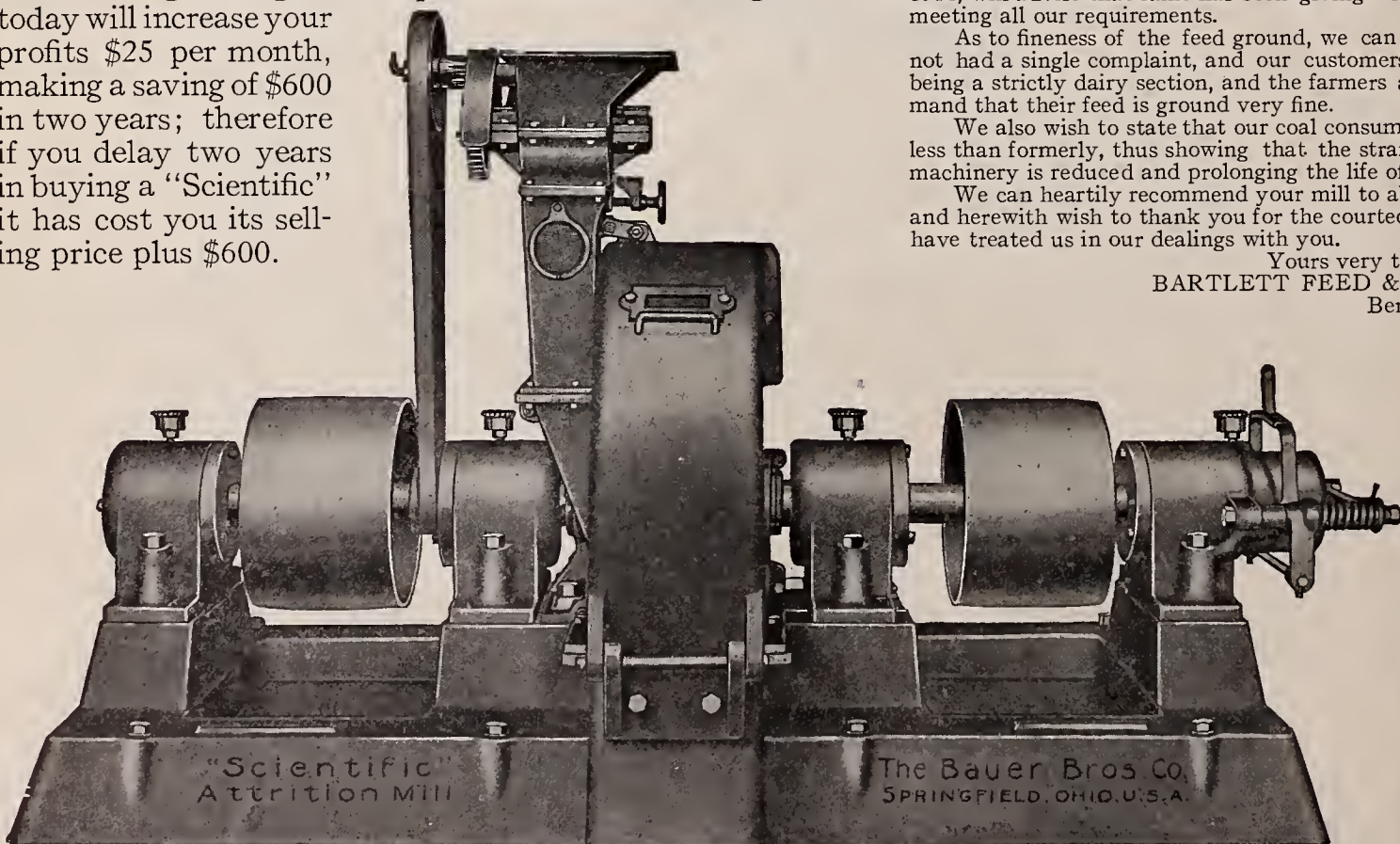
In the "Scientific" Mill the plates are always kept in tram and when worn can be removed simply by **opening hinge case, throwing back the quick-release lever** and do the job in less than one-half the time required on other machines.

In the "Scientific" the ball bearings besides being **dust-proof, insuring long life, are oil-tight, saving 90 per cent of oil bills**.

Other features are a **Reinforced Bed** insuring strength; **Force Feeder** for increasing or decreasing flow of material; **Safety Springs** which operate in connection with the **"Scientific Quick Release"** and **Stuffing Boxes** which prevent dust escaping.

The "Scientific" is built in different sizes and capacities with either a **motor or belt drive**.

INVESTIGATE—Investigation leads to knowledge and knowing a thing leads to profit. A machine bought today will increase your profits \$25 per month, making a saving of \$600 in two years; therefore if you delay two years in buying a "Scientific" it has cost you its selling price plus \$600.



Write today for further information and further proof of the worth of "Scientific" Ball Bearing Attrition Mills. Also our Scientific guarantee. It will pay you.

"Scientific" Boosters Tell the Story

Our Moose Jaw, Sask., booster says:

Gentlemen:—

Feb. 8, 1913.

Replying to your favor of the 5th inst., beg to advise that the two Electric driven Attrition Mills which we purchased from you, are running satisfactorily in every way. In fact, believe they are the finest running pieces of machinery in our plant. We have no hesitancy in saying that they are the greatest success in grinding machines that we have ever seen.

Yours very truly,
ROBIN HOOD MILLS, LIMITED,
By Theodore Kipp, Jr.

Our Rice Lake, Wis., booster says:

Gentlemen:—

Feb. 23, 1915.

Just a few words of recommendation in favor of the Scientific Ball Bearing Attrition Mill.

We do not regret ever installing the Scientific Attrition Mill in our plant, it is giving us perfect satisfaction, and although there are three other custom grinding mills in this community, we are favored with the majority of the grinding, due to the good work we can turn out with the Scientific.

We are prepared to give our prompt attention to any of your prospective customers.

Yours very truly,
E. CRAITE & SON MILLING CO.
Per J. I. C.

Our Manitowoc, Wis., booster says:

Gentlemen:—

March 5, 1915.

It gives us pleasure to state that the 22" SCIENTIFIC Ball Bearing Attrition Mill installed during October, 1914, is giving excellent service and meeting all requirements. The ground feed is all that can be desired and although our customers are very exacting we have not had a single complaint. As compared with our Power cost in former years, there is easily a saving of one-third since we installed this Ball Bearing Mill. We heartily recommend the SCIENTIFIC to all those who contemplate buying an Attrition Mill.

Very truly yours,
RAPIDS MILLING CO.,
By Chas. Hackers, Sec.

Our Bartlett, Ill., booster says:

Gentlemen:—

Feb. 10, 1915.

Replying to your letter of the 5th, regarding the new 24" "Scientific" Ball Bearing Attrition Mill which we bought from you in May, 1914, will advise that same has been giving us excellent service, and is meeting all our requirements.

As to fineness of the feed ground, we can only state that we have not had a single complaint, and our customers are very exacting, this being a strictly dairy section, and the farmers are very critical, and demand that their feed is ground very fine.

We also wish to state that our coal consumption is at least one-third less than formerly, thus showing that the strain on all the rest of the machinery is reduced and prolonging the life of belting.

We can heartily recommend your mill to all prospective purchasers, and herewith wish to thank you for the courteous manner in which you have treated us in our dealings with you.

Yours very truly,
BARTLETT FEED & LUMBER CO.
Ben Schultz, Sec. & Treas.

THE BAUER BROS. CO., (FORMERLY THE FOOS MFG. CO.)
SPRINGFIELD, OHIO

EVIDENCE BY THE CARLOAD

REXALL DOUBLE-STITCHED BELTING

The Most Efficient Belt for Elevating and Conveying Service



Two Carloads Rexall Belting

Total Weight 80,000 Lbs.
Total Length -- 2 MilesThe Most
Complete
Belt Stock
in the
United StatesIMPERIAL BELTING CO.
CHICAGO, ILL. DEPT. "SP"We Carry
R E X A L L
in 1000' Rolls
from
1" to 42" Wide

Clyde, Kans., June 5, 1915.

Gentlemen:

It has been over a year since we installed our 1500 bushel "Eureka" Cleaner and it has been giving us satisfactory service.

The cleaner will readily take care of the volume of grain stated and it does excellent work in the way of separating. In fact we were surprised to see the fine work it did.

Yours sincerely,
CLYDE MILLING & ELEVATOR CO.

Independence, Kans., June 3, 1915.

Gentlemen:

Answering your favor of June 1st. Have been using one of your "EUREKA" Side-Shake Receiving Separators for the last two seasons and find it a splendid machine. It has large capacity and does thorough work for the area of space required. Are glad to recommend the machine.

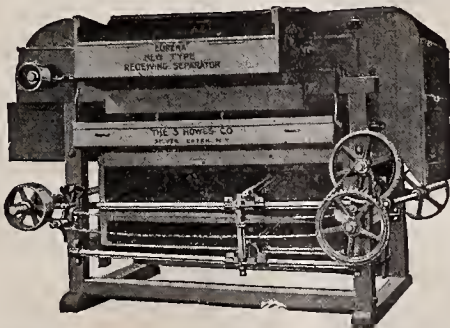
Yours truly,
BOWEN MILLING COMPANY.

Hutchinson, Kans., June 5, 1915.

Gentlemen:

Your letter of June 3d. We have been using the "Eureka" Side-Shake Receiving Separator about thirty days. So far we find it satisfactory.

Yours truly,
THE HUTCHINSON FLOUR MILLS CO.

The Eureka is
Always Found
IN GOOD
COMPANYThis new machine
is a
distinctly high grade
proposition

McPherson, Kans., June 5, 1915.

Gentlemen:

Please allow us to congratulate your house on the work of your Side-Shake Cleaner. It does just a little more cleaning at one operation than all of our other machines put together.

Yours truly,
COLBURN BROTHERS COMPANY.

St. Marys Mo., June 5, 1915.

Gentlemen:

Replying to your favor of the 2d inst., the "Eureka" Side-Shake Receiving Separator that we installed last year is giving the very best satisfaction. We have no trouble regulating the air current in the several separating chambers, and this with various other devices on the machine makes it all that is to be desired for cleaning wheat.

Yours very truly,
ST. MARYS MILL COMPANY.

Springfield, Mo., June 5, 1915.

Gentlemen:

We have had your 2,000 bushel "Eureka" Side-Shake Receiving Separator in use eighteen months. We are highly pleased with the perfect separation it is making and the little power required. We could ask for nothing better in a Receiving Separator.

Yours truly,
EISENMAYER MILLING COMPANY.

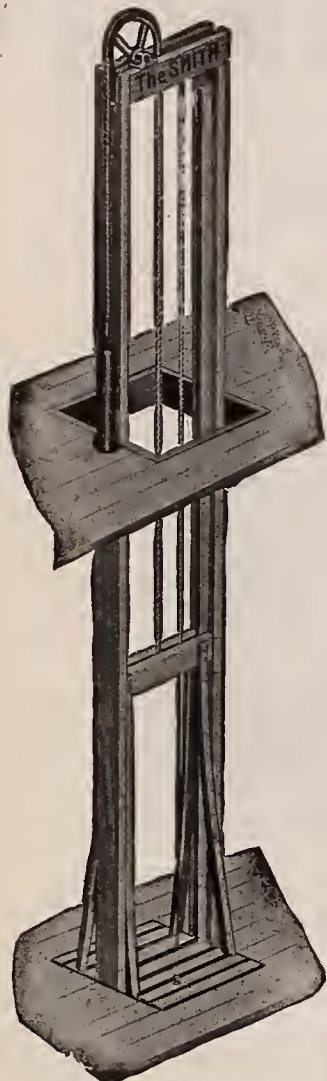
REPRESENTATIVES:

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F. E. Dorsey, 3850 Wabash Ave., Kansas City, Mo.
E. A. Pynch, 311 3d Ave. S., Minneapolis, Minn.

THE S. HOWES COMPANY
SILVER CREEK, N.Y.

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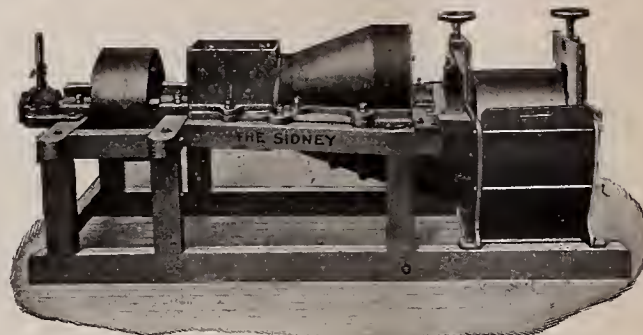
A Smith Safety Man-Lift

Value on the Basis of Dollar for Dollar is assured in Sidney Elevator Equipment

We offer you the Sidney line of elevator equipment, which includes a full line of Receiving Separators, Corn and Grain Cleaners, Corn Shellers, Man=Lifts, Wagon Dumps, Elevator Boots and Heads, Loading Spouts and Power Transmission Machinery, with the absolute assurance that year in and year out, under all conditions, it will prove the most reliable, dependable and economical equipment on the market today, guaranteeing you

A Most Profitable Investment

The Sidney Corn Sheller and Elevator Boot Combined and illustrated herewith is designed for the convenience of grain elevator operators who wish to avoid pits and do not favor a Fan Sheller. No expensive hopping under the Sheller to the Boot required. No danger of Sheller choking, or corn flying into your Boot pulley. No fan to blow dust up the elevator legs. Boot shaft is entirely independent of the Sheller shaft, is made to fit any size cup. Pulley can run in either direction. The end plate in boot is removable and provided with hand hole in case of choke-up in elevator. Additional features are found in our catalogue. Investigate before ordering.



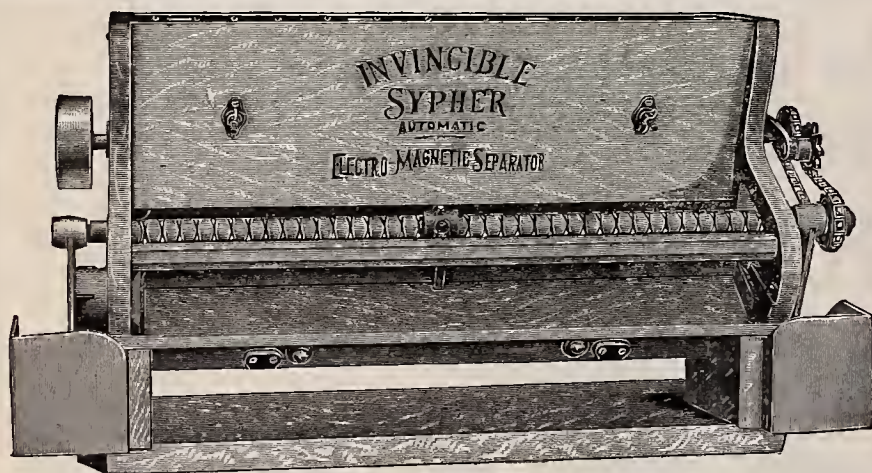
Sidney Combined Sheller and Boot, with Belt Tighteners on Boot

The Smith Safety Man-Lift is equipped with ball bearings and is the most reliable and durable device of its kind on the market today. It decreases the cost of insurance and makes all parts of your elevator quickly and easily accessible. No up-to-date elevator is complete without a time and money-saving device.

Important—In order to profitably handle your share of this year's splendid crop it is necessary to be equipped with grain handling machinery that assures you dollar for dollar in return. Write for prices and further information also for our catalogue covering the complete Sidney line with endorsements and unsolicited comments by Sidney operators. A postal will do.

The Philip Smith Mfg. Co., Sidney, Ohio

A Complete Stock of the Sidney Line is at Enterprise, Kansas



ANOTHER INVINCIBLE ELEVATOR

The New House of the Union Terminal Elevator Co. of St. Joseph, Mo., will have a Full Equipment of INVINCIBLE Machines When Completed.

BANG! SMASH!! FIRE!!!

Iron in your grinding machine again—machine put out of commission, and lucky if there is not a fire and explosion also. How can you prevent iron particles, bolts, nuts, screws, etc., from getting in? Get the most famous and reliable magnetic separator in the world—the

INVINCIBLE SYPHER MAGNETIC SEPARATOR

A vitally important means of protection for every mill. A machine that is absolutely guaranteed to stop every piece of iron from getting into the grinders—has a holding force of 500 pounds. Easy to install and positive and economical in operation. As it requires a DIRECT current, this can be taken from your lighting line or from a dynamo which we can supply. Regularly wound for 110 volts, but can be wound to suit your voltage. Oiling is the only care needed. Automatically wipes the iron to the side boxes without spilling the flowing stream of stock.

SAFETY FIRST—Write for prices and full particulars.

INVINCIBLE GRAIN CLEANER CO., Dept. 1, Silver Creek, N. Y.

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Buy the Engine That Cuts Power Cost

Efficient handling of grain depends as much on a reliable source of power as on correct elevator design. The quick starting feature and dependability of Fairbanks-Morse Oil Engines fit them especially for elevator service.

May we give you details?

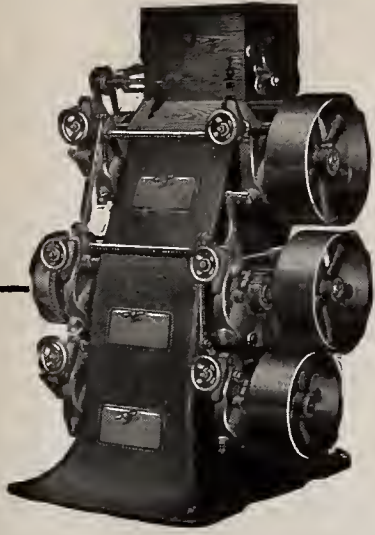
Fairbanks, Morse & Company

Chicago
Kansas City

New York
Omaha

St. Louis
Saint Paul

(544-29 E)



You Need This Mill

for grinding feed, table corn meal,
pearl meal, linseed meal, etc.

N. & M. Co. Three Pair High Mill

It has the characteristic N. & M. Co. rugged strength combined with flexibility of operation necessary to handle widely different stocks. Will grind extremely fine, medium or coarse, just as you wish.

Solid one piece cast frame—doors for examining stock beneath each pair of rolls—Ansonia rolls with our easy running, long wearing, collar oiling bearings—one lever simultaneously spreads or closes all three pairs of rolls—any pair of rolls may be removed without disturbing the others—furnished with either belt or gear drive on slow side. See book on Mills, No. 1290, for details. If you haven't got it, we will send it on request.

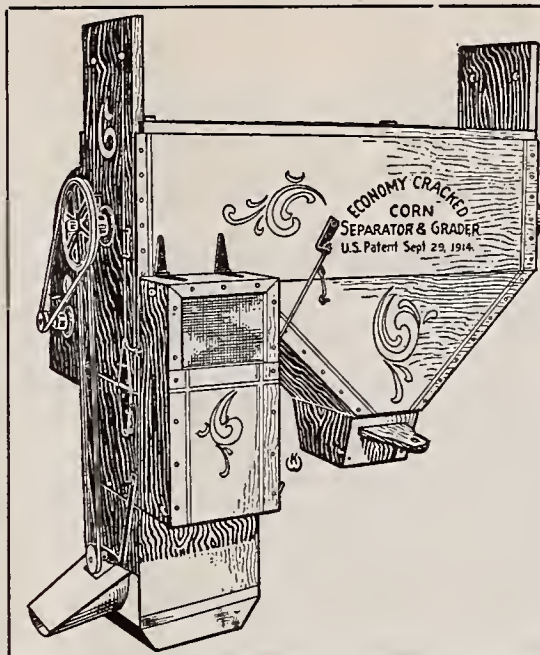
Everything
for the
Modern
Mill

**N o r d y k e
& Marmon Co.**
INDIANAPOLIS, IND.

Established 1851

Ask for
Catalogs
on any
Equipment
you need

America's Leading Mill Builders



"ECONOMY" CRACKED CORN SEPARATOR AND GRADER

CONSTRUCTED TO FIT
YOUR NEEDS.

The "ECONOMY" is different in principle—in operation—costs less to buy and to operate; occupies practically no floor space, and makes a separation that increases the actual dollars and cents value of your cracked corn.

The "ECONOMY" will make that poultry feed department of yours a sure winner. It increases the marketable value of your cracked corn and mixed feeds (users

are getting 20c to 30c more per 100 lbs. strictly on the merits of a cleaner, brighter, better feed).

If you have not entered the profitable poultry feed field, because of lack of space or high first cost made it look venturesome, the "ECONOMY" is what you need. If you are now using bulky, cumbersome, more expensive machines that eat up earnings in operating expenses, and want more profits from your cracked corn, the "ECONOMY" fills the bill.

The "ECONOMY" delivers the clean finished stock directly into sacks—no rehandling—no extravagant use of floor space.

The "ECONOMY" grades, separates and cleans 25 to 35 bushels per hour in our smallest machine. It is simple in construction and costs one-fourth as much to operate as complicated machines.

Many feed and mill experts have commented on the superiority of cracked corn from the "ECONOMY." Write today for samples that speak for themselves—clean—uniform—polished.

Ask for more details and our 10-day FREE TRIAL offer. (We pay freight both ways if returned).

THE GRAIN MACHINERY COMPANY, Inc.
103-107 Walnut Street NORTH VERNON, INDIANA

DON'T BUY

AN

AUTOMATIC SCALE

Before Getting Full Particulars
About the

PULLMAN

(The Automatic Scale Without a Dribble)

The HOWE SCALE Co. of Ill. The NATIONAL AUTOMATIC SCALE Co.
Minneapolis, Minn. CHICAGO

Transfer Elevators Terminal Elevators Country Elevators



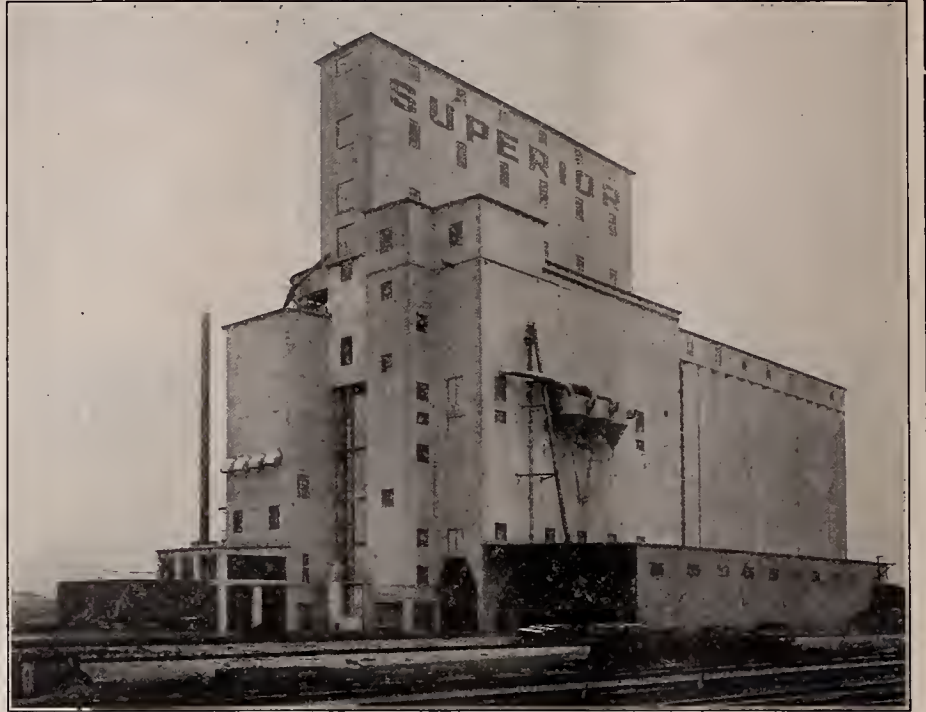
Concrete Fireproof Grain Elevator built for the Crabbs-Reynolds-Taylor Co.
at Wingate, Ind. Capacity 60,000 Bushels.

Macdonald Engineering Co.

Monadnock Building, CHICAGO, ILL.

Superior Elevator, Recently Completed at Buffalo, N.Y.

Storage capacity 1,500,000 bushels, with complete equipment for receiving grain from boats or cars, and for cleaning, drying and bleaching grain.



Fireproof Construction Elevators, Mills and Warehouses

We prepare plans and make lump-sum price for the complete work.

MONARCH ENGINEERING CO.

Chamber of Commerce BUFFALO, N. Y.

"When Better Elevators Are Built— BURRELL Will Build Them"



AS IT IS
TO-DAY

Burrell Builds Best Buildings

For
Grain Storage
Purposes

Seventy Contracts during 1915 of both large and small elevators in all parts of the United States is a fair indication of our standing as builders for the grain trade.

We Maintain the
Following Offices
for Your Convenience:

711 Hubbell Building DES MOINES, IOWA
217 Board of Trade Building INDIANAPOLIS, IND.
16 Hoke Building HUTCHINSON, KAN.

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Burrell Engineering & Construction Co.

1102-1108 Webster Bldg., CHICAGO, ILL.



1,250,000 bushel addition to Kansas-Missouri Elevator at Kansas City, Mo.

The Stephens Engineering Company

ENGINEERS AND CONTRACTORS

Monadnock Bldg.

CHICAGO, ILL.

The "Knickerbocker Cyclone" Dust Collector



For Grain Cleaners

ALL STEEL

Write for Catalog



The Knickerbocker Company,

Jackson, Mich.

One Million Bushel Fireproof Terminal Elevator

FOR THE

Western Maryland Railroad Co.

Port Covington, Baltimore, Md.



Write us for designs and estimates

We Build Elevators, any type of construction in any part of the World.

W. R. SINKS, Manager

R. H. FOLWELL, Engineer

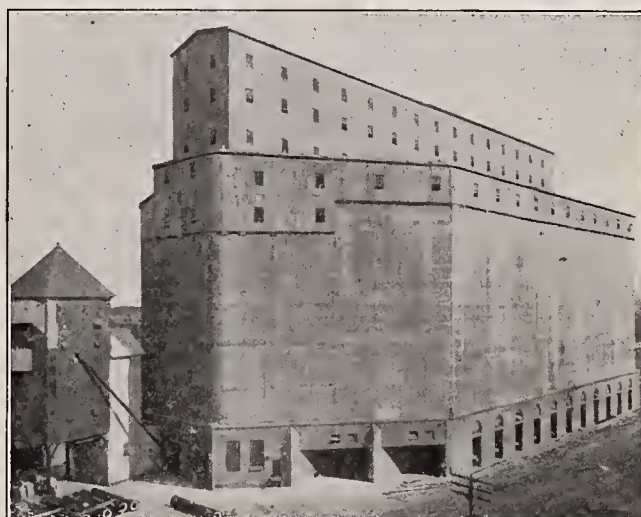
JAMES STEWART & CO., Inc.

GRAIN ELEVATOR DEPARTMENT

Fifteenth Floor of Westminster Building

CHICAGO, ILL.

Harbor Commissioners' ELEVATOR No. 1 Montreal, Quebec



View shows elevator of 2,500,000 bushels capacity. The west extension of 1,500,000 bushels capacity is now under construction.

JOHN S. METCALF CO., Ltd.
ENGINEERS AND CONSTRUCTORS

MONTREAL
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For Modern Elevators

Plans, Estimates of Cost, Grain
Handling Machinery, Scales and
Engines,

Write our MAIN OFFICE at
Omaha, Neb.

We Build Elevators That Last
Prompt Service—Moderate Prices

Write today

R. M. Van Ness Const. Co.

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GENERAL CONTRACTORS

Elevator Work a Specialty

Cedar Rapids,

IOWA

If you are contemplating building an elevator we would like to furnish you plans and prices covering elevators complete, including all accessories and taking in your first 100 bushels of grain. We will call on you, give you such and all information as you require and guarantee satisfaction for your elevator complete.

There's no possible chance for confusion and misunderstanding about

DIXON'S SILICA GRAPHITE PAINT

Made in
Jersey City



It is made in one
quality only—four
colors—fifty years.

Booklet 17-B.

**JOSEPH DIXON
CRUCIBLE CO.**
Jersey City, N. J.



The Barnett & Record Company

GENERAL CONTRACTORS

Designers and Builders of

Grain Elevators, Flour Mills and Heavy Structures

Reinforced Concrete and Steel Ore Dock under construction at Superior, Wisconsin, for the Allouez Bay Dock Company. Entirely Fireproof.

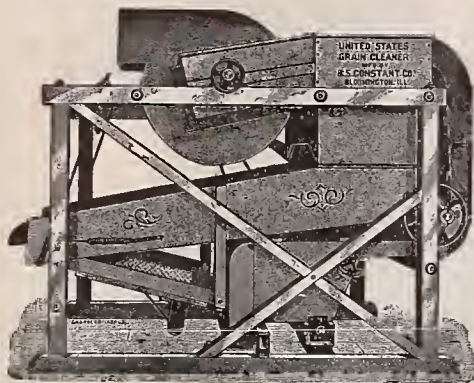
Write for designs and Estimates

OFFICES:

Minneapolis, Minn.

Duluth, Minn.

Fort William, Ontario



THE U. S. Grain Cleaner

is the best in the Union and should be in the top of all elevators where Corn, Oats and Wheat are shipped.

Higher Grades—Higher Prices.
Long life machine.
Ring or Chain Oiling Bearings.
Balanced Eccentrix.
Five Separations and
All the Corn Saved.



The Constant Safety Ball Bearing Man-lift

the most satisfactory connecting link between Cleaner and Sheller.

Best made.
Easiest and safest.
Adjustable Brakes
which we guarantee.
State distance between
floors and get our
Net Price

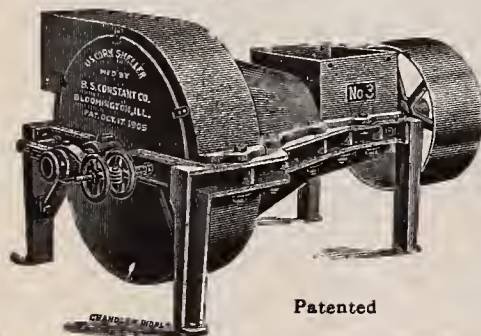
U. S. Corn Sheller

Fan Discharge,
over or under, right or left
hand.

Iron or Wood Frame.
No Lower Hoppering.
Cheapest Installed.
Quickest and Cheapest Repaired
of any Sheller on the mar-
ket.

Send for a Catalog.

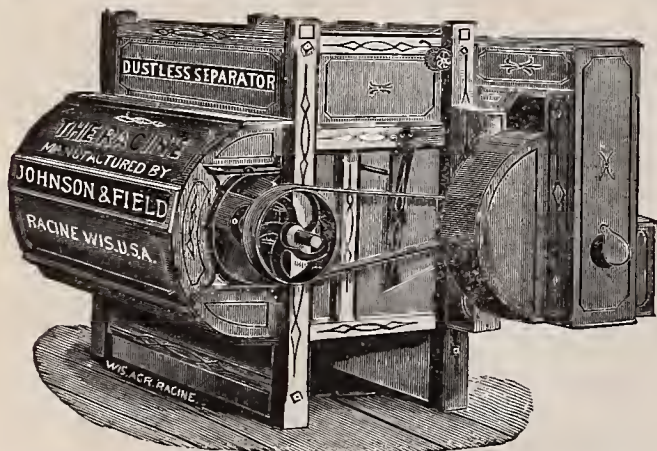
B. S. CONSTANT MFG. CO.
Bloomington Illinois



Patented

THE RACINE DUSTLESS SEPARATOR

Will always clean and grade your grain or seeds in a more perfect condition than can be done with a machine that has only suction. The Racine has both and that is the reason for its popularity with grain and seed men.



Write for information and prices about the finest line of warehouse mills, with and without elevator and baggers for hand or power use, made in the world.

JOHNSON & FIELD MFG. CO., Racine, Wis., Manufacturers of Farm and Warehouse Mills

A. W. REYNOLDS,
Pres.

J. S. LIDDLE,
Vice-Pres.

E. T. SHEPARD,
Sec.

C. A. JENKS,
Mgr.

GILBERT GRAIN COMPANY
GRAIN AND COAL

To Whom It may Concern:

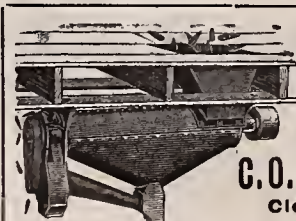
We have just installed in our Elevator a new cleaner furnished by Johnson & Field Mfg. Co., Racine, Wis., which cleans grain or corn at the rate of 1000 bu. hour.
Have shipped already 15,000 bu. of corn cleaned over this mill, and must say the mill does perfect work in every respect, and we recommend the same to anyone who wishes a machine that cleans or grades corn, or any other grain.

Gilbert Station, Iowa, 11/22/12.
Respectfully,
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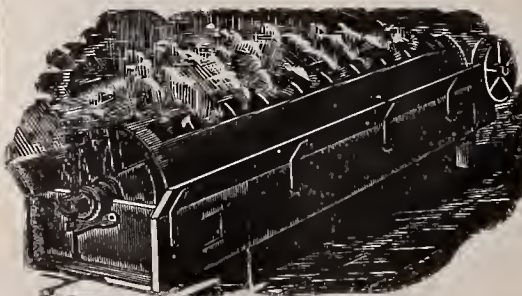
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In our last ad in the "American Miller" we outlined the schedule of action in handling an order from the Highland Milling Company, Highland, Ill.

We are just in receipt of the following letter of appreciation:

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Highland, Ills., July 31st, 1915.

Dear Sirs:—Your effort to comply with our request of the 19th instant over the Long Distance telephone, to install one of your No. 3 Grain Driers quickly, to meet a most trying situation brought about by the continuous and excessive rains, deserves and receives our heartiest commendation. A firm giving such service is bound to succeed.

Your mechanic completed the installation in 4½ days, which we understand is nearly two days quicker than usually required. We also appreciate his willingness to "hurry", indicating that he has your interests in mind.

Your firm was highly recommended to us and assure you that your good name will not suffer on account of anything we may say of you.

Thanking you most heartily, we are, Yours very truly,

HIGHLAND MILLING COMPANY,
(signed Martin Huber.)

We have eleven sizes of grain driers for all grains, any capacity. We can do as well for **YOU.**
Wire, write or telephone at our expense.

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Brown-Duvel Moisture Testers also for Corn, Wheat, etc.

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Re-equip with Goodrich

The largest belt room in the world offers you just the belt for your new equipment. Quality and long service are built into

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and you need have no fear of breakdowns or expensive tie-ups when the 1915 flow of grain starts into your elevators.

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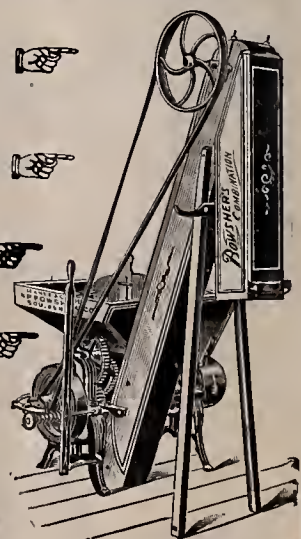
A mill that can run empty without injury, as the grinders will not strike together.

A model feed mill, light running and handy to operate; different from all others. A complete independent outfit.

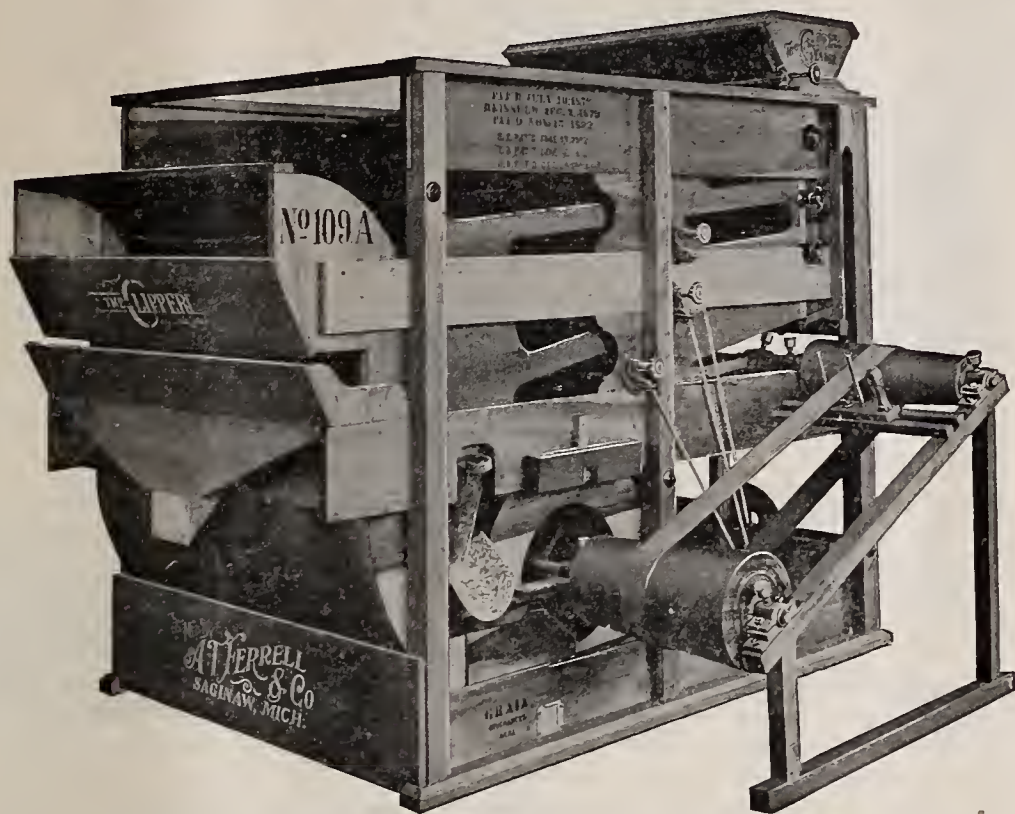
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is unequalled for handling all kinds of field seeds and grain in local elevators. It is excellent for grading seeds or seed grain, as it carries four screens—three full length and one half length—with our Traveling Brushes on the three lower screens. The Brushes enable you to keep the machine working to its full screen capacity all the time.

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We guarantee this machine to give perfect satisfaction on Clovers, Timothy or any other kind of field seed or grain, and it can be operated with one-fourth the expense for power of any suction cleaner of equal capacity. If you are looking for a first class, up-to-date Cleaner of good capacity we should be glad to send you catalog with prices and discounts upon request.

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The ELLIS DRIER of today is "heading the procession" because it incorporates every tried and true principle in grain drier construction. Our fifteen years' actual experience in drying grain of all descriptions has resulted in a drier which we confidently believe stands in a class by itself and one which we are prepared to back with a cast iron guarantee as to capacity and quality of work. We have never failed to make good with others and if afforded the chance we will not fail you.

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Silver Creek, N. Y.

A monthly journal devoted to the elevator and grain interests.

Official paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

Established in 1882.



Published on the fifteenth of each month by Mitchell Bros. Publishing Co., 431 So. Dearborn St., Chicago, Ill.

Subscription price, \$1.00 per year.

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CHICAGO, ILLINOIS, AUGUST 15, 1915.

No. 2.

The New Anchor Line Elevator at Buffalo

Recently Completed Elevator "A" Is Important Addition to Lake Grain Facilities—Congestion Impossible—Can Ship Grain by Rail or Canal at a Rapid Rate—Semaphore Signaling System

By ELMER M. HILL

GRADUALLY the old wooden grain elevators in the Buffalo harbor and at other ports along the chain of Great Lakes are being razed to make room for the new, modern, reinforced concrete type, with increased capacity and less fire risk. Among the recent additions to Buffalo's list of new concrete elevators is the structure of the Connecting Terminal Railway (Anchor Line), which is controlled by the Pennsylvania Railroad.

When the old Connecting Terminal Elevator "A" was destroyed by fire on March 9, 1914, it seriously

crippled the Pennsylvania Railroad's facilities for handling grain at the port of Buffalo, and its loss was keenly felt by the grain interests at the lower Lake Erie port. Before the fire tugs finished their task of throwing tons of water upon the smouldering ruins, arrangements were being made by executive officials of the company for the construction of a modern type of fireproof reinforced concrete and steel structure to replace the one which was rapidly being destroyed.

The contract was awarded to the Monarch En-

gineering Company of Buffalo, which promised that everything possible would be done to rush the structure to an early completion. Scarcely a year had elapsed before the old ruins had been razed, new foundations laid to bedrock and a modern grain elevator with a capacity of 1,048,000 bushels had been completed and opened for handling grain from lake and canal boats and from freight cars.

Probably there is no structure in the Buffalo harbor that enjoys a better location than this new Anchor Line Elevator. Located as it is on the City



NEW CONNECTING TERMINAL RAILWAY ELEVATOR "A," BUFFALO, N. Y.
Constructed by the Monarch Engineering Company, Buffalo.

Ship Canal, opposite the foot of Main Street, it is convenient to the north harbor entrance and the channel in front of the elevator is wide enough for at least three boats to pass. This fact together with the new concrete dock along the river frontage of the structure gives the elevator all of the advantages that a grain elevator at an important port should enjoy. On the land side of the structure there are track facilities for storing 200 cars.

The elevator is constructed of reinforced concrete supported on piles driven to bedrock a distance of 36 feet from the mean water level. The house is 224 feet in length and 66 feet wide and the lower story has a clear height of 15 feet. Its general construction consists of 30 cylindrical bins with a capacity of 25,000 bushels each; 18 interstice bins with capacities from 11,000 to 12,000 bushels each, and 30 quarter bins with capacities of 4,000 bushels each, making a storage capacity in the aggregate of 1,048,000 bushels.

On the river side of the structure there is a movable marine tower mounted on car wheels and self-propelling so that it can be moved to any point along the 224-foot concrete dock. The dock is the best concrete construction along the entire Great Lakes. The rub strakes on the water side are fastened with bolts which pass through pipes so that if any one of them becomes loose or rusts off or is in any way damaged it can easily be replaced. The front wall of the wharf is 4 feet 7½ inches thick.

The movable tower is equipped with a marine ship leg and garners and scales for weighing grain. There is also a lofter leg for elevating and spouting grain direct to the system of distributing spouts to any part of the house. The ship leg has a capacity for 24,000 bushels an hour, thus making the new structure the fastest grain elevator in the port. There are two lofter legs, each with a capacity of 15,000 bushels an hour. The single car leg has a capacity of 8,000 bushels an hour, and there are facilities for loading 200 cars in a 10-hour day.

Two Monitor Grain Cleaners from the plant of the Huntley Manufacturing Company, Silver Creek, N. Y., form part of the modern equipment of the structure. Each has a capacity for cleaning 5,000 bushels an hour. A complete sweeper system made by The Day Company of Minneapolis collects the dust from sweepings on all the floors, delivering it to a dust collector, and then it is spouted to the ground floor of the elevator, where it is bagged.

One big feature in the construction of the elevator is the fact that the so-called "back door" is larger than the "front door." Grain can be shipped by rail or canal faster than it can be unloaded. This is an important item in any elevator for it prevents congestion. The big railroad storage yard with a capacity of 200 cars is on the line of the Pennsylvania Railroad. Two cars can be loaded at a time, and the equipment for loading the cars is so arranged that the man at the car has complete control over the operating machinery. He has control of the flow of grain at the scale, so that if any emergency should arise he could immediately stop the flow of grain without waiting to signal to another man. The car house is served with two tracks with an adequate system for hauling empty cars into place and pulling the cars out after they have been loaded.

Provision has been made for turning both lofter legs into the canal spout so that 30,000 bushels can be taken from the house an hour and loaded into canal boats for shipment to Eastern points by the Erie Barge Canal to Albany and New York or to other elevators in the harbor.

Electric current furnished by the Cataract Power & Conduit Company, Niagara Falls, supplies the energy for the electric motors used in operating the house. Two Fairbanks-Morse Scales of the trussed lever type, each with a capacity of 2,000 bushels, and another 400-bushel scale, form the weighing equipment of the structure. The conveyors and spouting were made by The Webster Manufacturing Company of Tiffin, Ohio, and the grain cleaners previously referred to are from the plant of the Huntley Manufacturing Company of Silver Creek.

Unlike the new Superior Elevator recently com-

pleted in the Buffalo harbor, which has a pneumatic tube system for handling messages to and fro throughout the elevator, the Connecting Terminal has a semaphore system.

The structure has been so arranged that another marine tower can be added at any time and another car lofter leg can be installed so that when these are added the in-store capacity of the elevator will be 48,000 bushels an hour and the out-store capacity

will be 45,000 bushels an hour. The company also owns adjoining property so that additional storage tanks can be added at any time in the future when necessity warrants such a step.

The new elevator is owned and operated by the Connecting Terminal Railroad Company, of which George D. Dixon of Philadelphia is president, James Carey Evans of Buffalo is vice president, and Charles F. Strasmer is superintendent.

Getting to the Trade Quickly

The Necessity of Quick Action in Quoting Prices on Grain—Speed Not the Only Requirement—The Attractive Card Gets the Business.

By G. D. CRAIN, Jr.

WHEN a playwright wants to depict a scene of hustle, quick action and nervous energy, he usually shows the "city room" of a big daily newspaper. Of course, excitement is not constantly on tap in a newspaper office, but it is nevertheless true that, especially on an afternoon paper of many editions, waste motions are ruled out, and time is used to the best advantage.

But while the efforts of the news-gatherers to get "the latest" into the edition which is about to go to press are more spectacular, and, to the uninitiated, more interesting, the work of up-to-date grain concerns in publishing their corrected prices and getting them into the mail is just as good an example of system, good equipment and efficient management.

It goes without saying that the grain business is no place for the man who loves a quiet and undisturbed existence. The successful dealer must be on his toes all the time, studying not only the market but his customers, and keeping up not only with price variations, but also with the variations in the demand from his trade. And, with it all, he must be constantly before the people from whom he buys and to whom he sells, quoting promptly and accurately on the lines which he handles, and thus getting their attention and interest—first.

Making another newspaper comparison, it is just as necessary for the grain dealer in a terminal market, who is playing the game "two ways," buying from one direction and selling in another, to get his quotations into the hands of his connections early in the interim between one closing and the next day's opening as it is for the newspaper to have its edition on the street before its rival. Just as the paper with big news to print can score the most effective "beats" by handling the mechanical part of the work effectively, and actually putting the papers into the hands of the newsboys first, so the grain dealer who is able to adapt market changes to his own business quickly and then beat competition in getting into the field with the changes, is bound to get results that could not be secured otherwise.

Hence giving attention to the details of handling quotations to the trade, and working out a real system for operating the plan, will undoubtedly produce dividends in the way of more numerous offers of grain, and better chances to make sales. The margin of profit in the grain business is necessarily small, and hence the successful dealer must have volume. That means, in turn, getting the business of a great many shippers and a corresponding number of buyers; and that can't be done without attractive prices, properly presented.

As a matter of fact, the work which the grain house does in this connection is its most effective and productive advertising. The publicity which is secured through other mediums is necessarily of the good-will variety, and while good-will is a most important factor in the business of every concern, the element of immediate contact is required in order to make use of that good-will. Consequently, the concern which not only cultivates the friendship of its connections by personal work, trade paper and other varieties of advertising, etc., but follows this up in an aggressive manner with an

up-to-date system of publishing quotations, is using an ideal method of winning business.

And, just as a salesman, who enters the office of a customer, needing a hair-cut and a shave and with shabby garments and unmanicured nails, will get short shrift and no consideration, the almost illegible products of the duplicating machines of some grain concerns are similarly treated. These houses, which, so far as personnel is concerned, are beyond criticism, seem to think that "any old thing" will do in the way of a price quotation, and that since the price is the main thing, the form in which it appears does not need much attention. Hence crude devices of the vintage of '82 are often used for this work, with the result that more time is taken and less attractive work is gotten out. Naturally, the effect on the trade is less pronounced, and in many cases is absolutely negative.

The concern which, because of lack of attention to this feature of business, fails to get as many inquiries as it could easily develop otherwise is of course compelled to spend more money to stir up business. It finds it necessary to use the telephone freely, and to burn up money on the wire in attempting to locate the man who wants to buy and the dealer who wants to sell. Of course, every concern does this, and the more successful a house is, the more it is likely to spend for wire service. But the point which is being made here is that in the one case the expenditure is along the most profitable lines—getting in touch with definite prospects—while on the other the money is spent in the most expensive form of solicitation. The work of producing inquiries on which actual trades could be built should be delegated to the daily quotations, and if these are handled in the right way, the telephone and telegraph follow-up will be reserved for closing, instead of merely feeling out prospects.

One might easily believe that as long as a grain dealer was getting out his prices on a sheet which could be read, with more or less effort, he had accomplished all that could be asked of him. But there is an interesting psychological feature involved. A pretty girl is always good-looking, it is true; but when she makes an effort to be pleasing, she is going to attract a lot more attention than when she hides herself under heavy and unattractive garments. A communication which contains important news regarding price changes may be read, and undoubtedly would be, if it were the only one of the kind being received; but since the attention of the recipient is being attacked by many such messages, that which is garbed most attractively will get first attention.

And being attractively gotten up means also being made easy to read and understand. One example of this is by using different colored inks for the different grains which are being handled. The dealer can see at a glance the items in which he is interested. Making one's quotations as graphic as possible is thus one of the phases of the subject, and should be given as much attention as the prices themselves.

A certain grain concern, which has long had the lion's share of the business in its territory, attributes much of its success to the fact that it has

devoted special pains to the proper preparation and distribution of its daily quotations. Of course, it is alive in other respects, and has claims on its trade which would insure getting some business; but by being alert enough to get the jump on its competitors in the matter of quotations, it is able to emphasize the good-will and prestige which it possesses.

It has a duplicating machine for this work, using one of the well-known makes which are on the market. The machine cost several hundred dollars, but in spite of the cost being much greater than that of an ordinary hand duplicator, it has

Government Crop Reporting and Forecasting

The New System by Which the Government Collects Crop Information—Its Improvement Over the Old—50,000 Men Engaged in the Service

By WALDON FAWCETT

A MARKED change has taken place in the government crop reports since the present system was adopted just a year ago. The new plan is not a brand new conception, but is rather an improvement upon the plan formerly in vogue.

news service with that which formerly supplied information and note the smaller number of complaints.

Uncle Sam is never willing to get his information as to the grain crop from only one source. Instead he has had and will continue to have several separate and distinct agencies for gaining such knowledge, each operating independently of the others. Thus we have, reporting to Washington, county agents and township agents—to say nothing of mill and elevator proprietors—as well as the agents who cover large territory. The former classes of volunteer reporters will continue their work just as they have done so satisfactorily in the past, but a great effort is being made to get fuller and better information as to grain crops from the field agents and traveling representatives of the Department.

Before this new order of things came about there was in each state in the Union a state agent who had his own private staff of correspondents throughout his territory and who prepared and sent to Washington each month his own report and digest of the grain situation. These state agents did pretty well, but the trouble was that very few, if any, of them were paid enough for their work to devote their entire time to it. In some small states the state agents received only about \$300 per year and even in the big grain-growing states the compensation did not exceed \$1,000 a year, whereas the average for all the states was probably not more than \$500 to \$600 per year.

As another means of getting a line on the present and future of the grain crop the Government had special field agents who devoted their entire time to the work and traveled constantly to make personal observations as to grain conditions. But here the trouble was that there was a total of only 17 of these specials—not enough to go round among the states—and so each special agent had to cover a group of



UNITED STATES CROP REPORTING BOARD IN EXECUTIVE SESSION

proved a splendid investment. It prints from type, and the appearance of the postcards on which its quotations are sent out is clean and neat, being easily comparable to the best work of a well-organized printing-office.

As soon as the market closes for the day, prices are corrected, and the "copy" turned in to the man who is in charge of this department. He "sets up" the type for the quotations that have to be changed, and after the forms have been made up in this way, the use of movable type enabling the changes to be made at small cost of time, the cards are run off. The convenience of this system has justified the use of an elaborate system of delivered prices, the territory in which the concern buys and sells being divided into small sections, and the prices being corrected for the stations on every line, so that those on the mailing-list can see just what the dealer is offering, without having to figure freight rates.

The work is handled so rapidly and with such facility that the cards are in the postoffice within thirty minutes after the close of the market. The result is that nearby points get the quotations the same afternoon, and the most distant ones receive them on the first mail the next morning, which enables acceptances to be wired in before the opening of the market. By concentrating on this feature, the company has come to be known as "the first in the field" to a large number of grain people, and its cards are consequently given more attention than the belated and less attractive proposals of other concerns in that section.

Judging from the great results which have been secured from this work, it would pay the dealer who has been handling the distribution of his quotations in a perfunctory and stereotyped fashion to install modern equipment and cut off some of the time which is now lost in getting the quotations into the mail. The equipment can be used, of course, for other purposes, such as printing circulars, etc., but its main profit will be found in the work which has been described.

with the best old features retained. There is, however, one principal difference to be noted in the new scheme for reporting on grain crop prospects. This is that now the work of the



CLERKS AT THE BUREAU OF STATISTICS, WASHINGTON, TABULATING THE RETURNS FROM 50,000 CROP REPORTERS

former state agents of the Department of Agriculture and that of the special field agents of the Department is combined and is carried on by a new corps of state agents who devote their entire time to keeping tab on the status of the crops in their respective states. To appreciate how this change of plan enables the Agricultural Department to get more accurate information as to the crop outlet it is necessary to contrast the new crop

several states. In many instances this was a wider range of territory than one man could do justice to in the matter of personal observation.

Administrative officials at Washington have long puzzled over the problem of improving this section of what seemed otherwise perfect crop reporting machinery and finally they worked out the solution which last year was put into practice. The old corps of state agents and special field agents have

been wiped out and in their place we have a new corps of state agents, but it is just as though each state agent was, in reality, a special field agent, detailed to one specific state. In other words, under the new plan each state agent devotes his entire time to the work and will receive a salary of from \$1,600 to \$2,200 per year which will well justify him in devoting all his efforts to probing crop conditions and prospects. Under the new plan the state agents will travel over the grain-growing areas to get first-hand pointers on the situation to a much greater extent than did the former state agents, but each state agent will maintain, just as did his predecessor, a state-wide corps of confidential correspondents who will keep him advised as to minute changes in crop conditions in their various localities.

But, as has been said, just because Uncle Sam is increasing the efficiency of his general reporters on grain crop conditions he has no intention of abandoning his other sources of information which enable a comparison of estimates that goes far to prevent wild errors. Therefore the army of county correspondents and township correspondents continues, as in the past, to send to Washington their confidential views on crop conditions without any regard to what the state agents are doing and saying. There are in the service of the Department of Agriculture some 30,000 township agents and more than 2,800 county

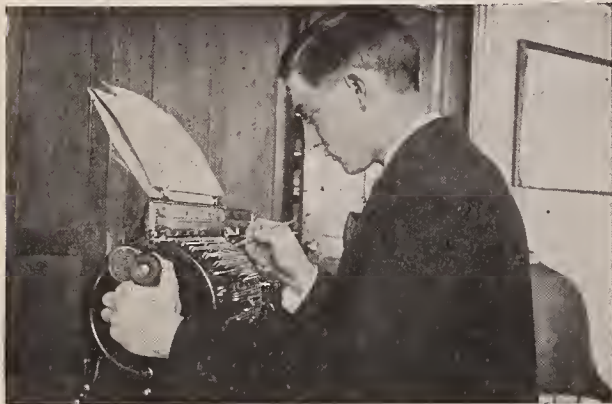
and forecasters is transmitted to Washington and amalgamated into the "General Review of Crop Conditions" which is dated on the first of each month and is usually issued on the 6th, 7th or 8th of the month. All reports are made out on special schedules prepared for the purpose and sent out to the various correspondents about a month in advance. The township and county correspondents invariably mail their reports in franked envelopes furnished to them for that purpose, but the state correspondents,



SENDING OUT UNCLE SAM'S MONTHLY CROP REPORTS AND FORECASTS

the Secretary of Agriculture, where they are deposited, under lock and key, in an iron box.

Here, the accumulated reports repose until the morning of the day on which the monthly crop report and forecast is to be issued. Then they are turned over to the Crop Reporting Board of five members which goes into executive session behind locked doors. No person is permitted, on any pretense, to enter or leave the board room until the group of experts have opened and considered the various reports, cast up the totals, and arrived at the general situation throughout the country in accordance with the law of averages. Locked in the room with members of the Crop Reporting Board are the operators of a printing or duplicating outfit who set up in type the figures and percentages as deductions are arrived at, and thus it happens that when the doors of the council chamber are thrown open—usually about 2:15 o'clock in the afternoon, there are complete printed copies of the review and forecast in readiness to be handed out to press correspondents and others who are waiting to send the verdict broadcast by telegraph. Later the detailed report in the form of a printed bulletin known as "The Agricultural Outlook" is mailed to some 200,000 addresses, including those of the various correspondents who co-operated in the big undertaking. Any person can have this monthly report for the



SETTING THE TYPE FOR THE U. S. GOVERNMENT FIGURES ON GRAIN CROPS

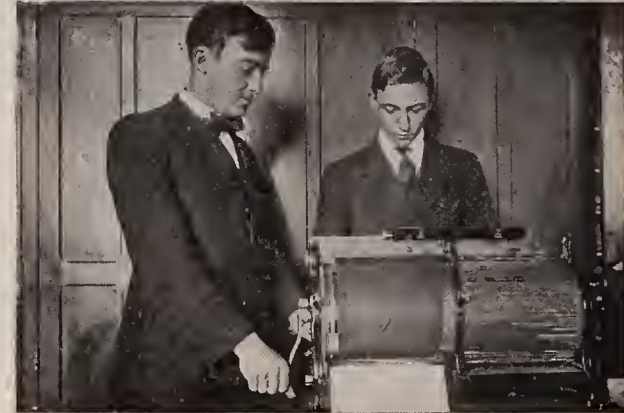
agents. These men might be said to constitute the privates in Uncle Sam's great crop reporting army, but even at that this does not represent the full strength of the organization because there are thousands of grain men, mill men and elevator men who give information at irregular intervals when called upon and there are upward of 14,000 correspondents who merely "tip off" the various state agents instead of reporting to Washington. So that, all told, each monthly crop report and forecast which is issued at Washington represents the combined effort of close to 50,000 men.

The present changes in the machinery for garnering data as to grain crops will, of course, have no effect upon the special investigations of particular interest to the grain trade which are conducted by the Bureau of Statistics of the Department of Agriculture from time to time and for the facts of which grain buyers, elevator managers, etc., are interrogated. Indeed, if anything, the Department is showing a disposition to go more extensively into these special investigations of incidental subjects that have direct or indirect influence upon grain market conditions and prices. As evidence of this there may be cited the recent investigation to ascertain the average quantity of various seeds usually sown or planted per acre—statistics of no little significance to all firms and individuals concerned in the seed trade. Mill and elevator owners and grain buyers are also the principal dependency of the Government for reliable information on such subjects as yield of wheat per acre; prices paid; and the aggregate receipts of grain monthly from farmers. The Department has a special list of 7,391 mill and elevator owners and managers who are willing to supply information upon request and none of these volunteers are called on less than four times a year to give Uncle Sam the benefit of their inside information and judgment.

Interesting indeed is the manner in which the information gleaned by some 50,000 crop observers

or statistical aids as they are sometimes called, keep their reports open until the latest possible minute and, consequently, they must be transmitted by special delivery or by telegraph, according to the distance from Washington. Reports from all the great grain-growing states beyond the Mississippi are always sent by telegraph and the figures in these telegrams are written in code so as to insure secrecy.

Indeed, the most elaborate precautions are taken to insure absolute secrecy as to the contents of all crop reports and forecasts until they are made public. These precautions are taken to prevent advance information reaching grain speculators, etc., and special safeguards are thrown around the govern-



PRINTING THE FIRST COPIES OF REPORT IN THE LOCKED BOARD ROOM

asking and, as a probable indicator of future business, it is consulted by many manufacturers of elevator and mill machinery and supplies, railroad and other transportation interests, and in fact men in all lines of business.

TESTING WAGON SCALES

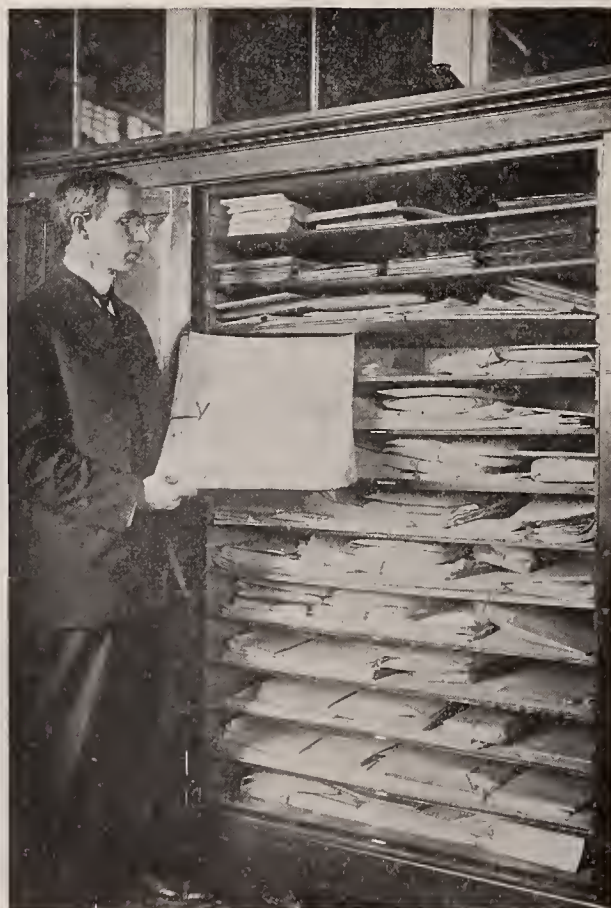
By EUGENE MOTCHMAN*

In former years railroad track scales were invariably tested with a ton of test weights and always found correct when at least doubtful. It, therefore, follows, if wagon scales receive the same shake up as track scales had before the Interstate Commerce Commission, better installations will appear, this also refers to hopper and other scales, such as official sealers are called upon to verify.

As everybody knows now, the sickness with track scales was general weakness and debility, for which no remedy existed. The cure, however, is fairly advancing. In a few more years no deficient scales will be found. All track scales are replaced by stronger and better structures more than twice as heavy, regardless of cost in proportion to former prices, meeting state building laws and good bridge engineering methods. There is no question now like "will it be strong enough?" It is beyond a doubt within a preestablished factor of safety before it is manufactured, and when erected in many cases does not need to be tested by a test car, and furthermore stays correct for many a month without adjustments.

A scale on a public highway may be exposed to auto trucks or traction engines carrying perhaps four times the load, inviting thereby a breakdown of scale or accident. Such overloading often causes the start of a fracture which later invariably proves fatal. Herein also is usually found the cause of wrong weighing scales, parts are stretched and

*With The Standard Scale & Supply Company.



N. C. MURRAY, STATISTICIAN, REMOVING SECRET REPORTS FROM SAFE FOR TABULATION

mental information as to what are known (in governmental circles) as "speculative crops"—namely corn, wheat, oats and cotton, whereas the reports covering other grains are taken in hand as received, by statistical clerks at the Department of Agriculture. All reports upon the four speculative crops must be transmitted to Washington in separate envelopes of special code telegrams and these reports are taken, unopened, direct to the private office of

pinch upon mate pieces, preventing free oscillation, which prior to the accident existed.

It will be seen that there is a necessity of inspecting installations and to establish limits not alone to the platform but also in the scales proper. In this line of scales undoubtedly the same calamity exists as with track scales and should be removed. This of course will raise the price of scales, yet the benefits would soon overbalance the greater cost in the same manner as experienced with modern track scales.

A higher and more expensive wagon or auto truck scale will and should receive better attention than heretofore granted the wagon scale. If the first requirement, strength, is met in all details the wear by pressure will be in proportion to the load and to make the scale weatherproof will not be opposed so much as at present. When a properly designed and calculated scale is erected in a building upon unyielding foundation with sufficient platform for all traffic the scaler of weights and measures will not need to come around every four months, because he will only confirm the first test with the verdict, "once right, always right."

The life of a scale is limited, like everything else. The strong ones will survive the weaker. Strong men need less medical attention than the other

The Struggle of Hard Wheat

The Fight to Overcome Prejudice in Favor of Soft Wheat—How the Hard Varieties Were Introduced into America—The Change from the "Despised" to the "Preferred" Class

WITH the gradual extension of hard wheats in this country and their growth in popularity, we have come more and more to acknowledge our obligations to Russia, from which our first seed for most of the varieties came. Not until the purifier and roller process were introduced in the mills of this country did the hard wheats have any chance to show their good qualities, but for many years after the farmers had recognized their worth, from the agricultural standpoint, millers and grain dealers discounted the hard wheats severely. Every variety has had a long and uphill struggle, but now even Durum has come into its own.

The introduction of the hard wheats into this country came about through the necessity of finding for farmers a profitable crop for the semi-arid and cold regions of our Western and Northern plains.

HARD SPRING WHEAT.

The first of the foreign hard wheats to be introduced were Spring wheats, five and bluestem being

former were changed to Nos. 1 and 2 hard Spring. Soon afterward the grade No. 1 Northern was adopted as the standard milling and contract grade of hard Spring wheat. The improved methods of milling gradually reversed the position of these "despised" wheats and on December 30, 1911, No. 1 Northern sold at \$1.05@1.10, while No. 2 red Winter (contract soft Winter grade) sold at 91½@98½



THRESHING TURKEY WHEAT IN RUSSIA
Molachna District, Northern Taurida.

cents. According to the *Yearbook of the Department of Agriculture*:

The grades Nos. 1 and 2 hard Spring were adopted by the Minneapolis Chamber of Commerce August 16, 1882, and sold at 5 cents above corresponding grades of ordinary Spring called "regular." In 1885, the grades Nos. 1 and 2 Northern were established, and No. 1 northern became thereafter the standard milling and contract grade. No. 1 hard, however, was retained as a grade for the best Fife wheat, though in recent years there is very little wheat to which this grade may properly be applied. About 7 years ago two more grades, Nos. 3 and 4 Northern, were added.

The rapid settlement of the Northwestern states from 1878 onward, and the transfer of the center of the milling industry from Rochester, N. Y., to Minneapolis, contributed to the great increase in production of hard Spring wheat and its area has been extended from Minnesota and the Dakotas to include part of Iowa, Nebraska, Illinois, Wisconsin and eastern Montana.

HARD WINTER WHEAT

The hard Winter wheats consist of Turkey and Kharkof, the former introduced from the region north and east of the Black Sea in Russia, and the



HEADS OF HARD WHEATS OF THE UNITED STATES
1, Fife; 2, Bluestem (Spring); 3, Turkey (Winter); 4, Durum.

grade and the city sealer has not yet had the opportunity to see the good behavior of modern track scales inculcated into coal yards scales or in farmers' hay scales. All purchasers will spend as little money as possible and there is no law that forces the desirable properties, yet the great loss in wrong weight and the great expense of ever inspecting inferior scales without improving the character cannot be considered good economic policy to the commonwealth, the consumers, nor the proprietor of scales, and still less to the manufacturer of scales.

Patent privileges and widespread sales organization have prevented creation of Congressional legislation and stifled fair competition. By unfair competition the existing deplorable status was reached and can only be removed by additional laws and inspection of installations in regard to strength. There are few sealers and fewer purchasers who can indicate difference between two-ton and ten-ton scales. The hardware dealer or salesman has only the greater profit in view and under such pressure the country is filled up with deficient wagon scales, which become no better by the present methods until forced out by new laws.

THE Texas State Insurance Commission has advised all fire insurance companies and their agents in Texas that the insurance rates applied on grain in elevators shall apply on grain when such is stored in cotton warehouses.

the chief varieties. They were introduced more than 60 years ago, and are believed to have come from the Northern Volga district in Russia. According to the *Canadian Agriculturalist* of 1861, the seed came from Danzig, although this was probably Russian wheat. The account is as follows:

About the year 1842, Mr. David Fife, of the township of Otonabee, Canada West, now Ontario, procured, through a friend in Glasgow, Scotland, a quantity of wheat which had been obtained from a cargo direct from Danzig. As it came to hand just before Spring seed time, and not knowing whether it was a Fall or Spring variety, Mr. Fife concluded to sow a part of it that Spring and wait for the result. It proved to be a Fall wheat, as it never ripened, except three ears, which grew apparently from a single grain. These were preserved, and although sown the next year under unfavorable circumstances, being quite late and in a shady place, it proved at harvest to be entirely free from rust, when all wheat in the neighborhood was badly rusted. The produce of this was carefully preserved and from it sprung the variety of wheat known over Canada and the Northern States by the different names of Fife, Scotch, and Glasgow.

However satisfactory the wheat was in growth, its unpopularity on the market discounted it, for it brought from 10 to 15 cents less than soft Spring and 20 to 25 cents less than soft Winter wheat on all the markets. For many years it was not even recognized as a grade, all Spring wheat being classed together. In 1862 the grade of Amber Iowa, a Spring wheat, was recognized and a little later Nos. 1 and 2 Northwestern Spring and Nos. 1 and 2 Spring were adopted, and on September 1, 1877, the



DURUM WHEAT BROUGHT TO MARKET BY
KIRGHIZ FARMERS AT URALSK, RUSSIA

latter from the Kharkov Government, where there is great drought and piercing cold Winter winds. The native climate for these wheats is somewhat harder than that in which they are grown in this country, and the soil is very similar.

The hard Winter wheats were introduced and cultivated largely by the Russian Mennonites, who originally came from Prussia to southern Russia, where they learned to grow wheat, and then came to this country, settling in the great central plains of Kansas, and a few in Illinois and elsewhere. From Kansas principally the growth of these varieties has spread and it is with that state that it is most closely associated. The first settlement of Russian Mennonites in Kansas was made in 1873. They cultivated the crop in the way in which they had been accustomed in Russia, and which, 25 years

later, was recognized to be the best way by our experiment stations. They plowed deep right after harvest and cultivated at least three times before seeding.

The early opposition to Turkey and Kharkov wheats and their gradual rise in popularity can be seen in the relative change in price of hard and soft wheats through the years. Again quoting the *Agricultural Yearbook*:

In 1875-76 the following grades were recognized at Kansas City: Nos. 1, 2, and 3 red Winter, Nos. 2 and 3 white Winter, and Nos. 1, 2, and 3 Spring. December 1, 1879, No. 2 red Winter sold for cash at \$1.17, and No. 2 Spring at \$1.

During 1880 the grades Nos. 1, 2, 3 and 4 hard Winter were first mentioned. In August, 1886, soft Winter wheat still sold higher than red Winter. June 30, 1891, the grades of hard Winter were first included in the inspection report. Prices on September 3, 1892, were as follows: No. 2 soft Winter, 70 to 71 cents; No. 2 hard Winter, 65½ to 66½ cents; and No. 2 Spring, 65 cents, showing hard Winter still selling lower than soft Winter, though there was now a large quantity of Turkey wheat grown. Out of a total of 70,218 cars received that year, 54,108 were hard Winter wheat. Even 16 years later, in 1908, hard Winter still sold at a discount, the price difference being from 3 to 7 cents on September 1 and from 1½ to 2 cents on December 1. In May, June and July, 1910, it sold a little higher than red Winter for the first time, but quickly fell again until April, 1911, and then again exceeded red Winter to July 1, 1912. For December 15 to 21, inclusive, 1914, No. 2 hard Winter ranged from \$1.12 to \$1.17½, as against \$1.11½ to \$1.17½ for No. 2 red Winter.

DURUM WHEAT

The history of Durum wheat is the same in its general outlines as that of the other hard wheats. The high premium which Durum commanded this year, on account of the foreign demand from the macaroni countries, has brought it prominently before the trade and made its history more familiar.

Its introduction into this country followed a desire for a drought and rust resistant wheat, and in these characteristics Durum stands at the head of the list. Its extreme hardness and the dark color of the flour, due to the presence of a large quantity of gluten, has kept it from any wide popularity with millers. It leads all other wheats, however, in its adaptability for the manufacture of alimentary pastes, and as the consumption of macaroni and spaghetti increases it finds a larger domestic market, as well as a constant demand from abroad.

In 1903 the Durum wheat crop reached 10,000,000

\$30,000,000. During that year Durum was easily absorbed at one cent under No. 1 Northern. By 1910 English and continental millers were using our Durum for bread flour as well as for paste and its use in bread making has constantly increased, in spite of the dark color of the loaf. At Minneapolis the comparative receipts and prices of hard



THE WEST SHORE ELEVATOR, WEEHAWKEN, N. J., AFTER THE EXPLOSION

Spring and Durum wheats over a series of years is shown in the following table:

Receipts of hard Spring and Durum wheat at Minneapolis, Minn., 1906-1913, with the price per bushel for each on December 1.

Year.	Receipts.		Price per bushel.	
	Hard Spring.	Durum.	Hard Spring.	Durum.
	Bushels.	Bushels.	Cents.	Cents.
1906	66,789,110	6,950,950	78¾	63¾
1907	66,382,470	8,656,410	106	84½
1908	62,847,180	8,094,060	110¾	89¾
1909	63,211,410	8,996,950	106	87¾
1910	71,619,960	12,929,790	106	88
1911	76,879,960	4,818,590	102¾	99
1912	101,213,460	5,140,010	82¾	79¾
1913	98,903,080	5,284,480	85¾	80¾

The *Yearbook* estimates the production of hard wheat in this country as follows:

It is impossible to determine accurately the total

ELEVATOR DAMAGED BY DUST EXPLOSION

Daniel Webster once said if there was anything the Almighty didn't know, it was what would be the decision of a jury. If the learned expounder of the Constitution had lived at the present time

he might have included as among things unknowable the causes of dust explosions. There are only hypotheses to account for these disorders which attack the elevator like a cancer assails the human body. Their origin is unknown and their results fatal. To those who must have a cause for everything, it could be recommended, perhaps without error, that they credit all such disasters to a dispensation of Providence.

The accompanying illustrations show the results of an explosion in a shipping bin on July 15 in the West Shore Elevator Pier 7, owned by the New York Central Railroad, at Weehawken, N. J. Grain was being moved out of the bin at the time. The floor was blown up over the bins and the side walls thrown out as shown. The elevator was of concrete and steel, with concrete floors, and attests the value of this type of construction. There were evidences of fire in the cupola, shown by fire flashes, and a wooden house would no doubt have burned. There was no damage done to the machinery and no one was hurt.

John M. Witherspoon, of Chicago, was the designer and builder of the elevator, which was completed in 1906.

GERMAN OPERATIONS IN ITALY

Up to the time of Italy's participation in the war a number of German and Austrian firms had established agents in Italy, says the *Millers' Gazette*, or operated the business there personally under an Italian name. While Italy bought large quantities of grain on its own account, a great deal of the increased imports were taken by these outsiders and eventually found their way to Germany and Austria. During the first five months of the year Italy imported from Argentina 414,960 tons of wheat, 56,155 tons of corn and 87,250 tons of oats. as against the respective amounts for the same period of the year before of 9,630, 12,098 and 15,163 tons. During the five months this year Argentine shipped 848,668 tons of wheat, 504,675 tons of corn and 163,258 tons of oats "for orders," the destination not being revealed to the export statisticians. Undoubtedly a large amount of this "for orders" grain reached German operators in Italy. When war was declared the Italian government decreed that all contracts involving reception of goods, considered to be onerous, are canceled by reason of *force majeure*. The German agents of course had to repudiate their contracts, and while the wheat shipments were disposed of by the Argentine shippers a lower price than the original was accepted on the final sale.



THE SHATTERED CUPOLA OF THE WEST SHORE ELEVATOR

bushels. In the report of the Duluth Board of Trade for that year the following appeared in respect to Durum:

This variety of wheat, new, yet not new, made this year its first appearance in this market in any considerable quantity—the receipts being 1,149,263 bushels. Prices range from 60 to 70 cents per bushel for No. 1. Opinions differ as to its future position in the grain market. * * * Millers do not seem to be very profuse in its praise.

For some years following 1903 the price of Durum was from 10 to 20 cents a bushel under that of No. 1 Northern. In 1907 the value of the crop was

production of hard wheat, but it can be roughly estimated. The three Northwestern states produce about 180,000,000 bushels, including Durum, each year. Other Spring-wheat states produce about 15,000,000 bushels more of hard wheat, making 205,000,000 bushels of hard Spring and Durum. Kansas, Nebraska and Oklahoma grow about 136,000,000 bushels, of which probably 120,000,000 are hard Winter. This added gives 325,000,000 bushels. Other Winter-wheat states, such as Iowa, Montana, etc., will furnish about 25,000,000 more, making in all 350,000,000 bushels as the approximate average annual hard-wheat production in this country. This is about half of the average total wheat production.

Annual Convention of Michigan Dealers

Meeting at Jackson Shows Great Progress Being Made by Association—Freight Rates and Short Weights Discussed at Length—New Officers Elected

THE progress of the Michigan Hay and Grain Association towards perfection of organization and securing the interest and support of dealers throughout the state has been rapid and complete. This has been no doubt partly due to the officers who have inspired the members with their own energy and enthusiasm, as well as an awakening to the needs of an association and the consciousness of the benefits which mutual helpfulness brings. The annual meeting held at Jackson on August 5, therefore, brought out an excellent attendance and sessions were held which will return good dividends on the time and interest taken in this convention.

The city of Jackson is known as one of the most hospitable in the state, but in order to make assurance doubly sure, City Attorney L. B. Trumbull, in the absence of Mayor Sparks, presented keys warranted to unlock all hearts in the corporation limits. He praised Jackson, its schools and public institutions, and the success it enjoyed as the fourth largest city in the United States to have a commission-manager form of government.

No denial was made to Mr. Trumbull by E. L. Wellman, who responded. In fact, he went the city attorney one better in praise of the character of Jackson's citizens and their enterprise, so plainly visible to every visitor. He said the grain and hay men of the state were all glad they had come to Jackson and he knew they would want to come again.

Secretary J. C. Graham read the minutes of the last meeting, which were approved.

PRESIDENT'S ADDRESS

President F. L. Young, of Lansing, then read his annual address as follows:

First, I desire to call your attention in a general way to a few features in connection with this work of ours. The quality of the hay of this state is universally recognized as the equal of any and the superior of most. Geographically we are nicely located, not being restricted to any one market, but rather the markets to the South, North, West and East are all available for our use. The hay crop is exceeded in value by only one, namely, King Corn. This year we will probably harvest more than 80,000,000 tons of hay. We have, in our state, approximately 800 persons who derive all or a portion of their income from this industry. This, therefore, is a factor in the business world. As shippers we occupy a prominent position with large responsibilities. We must do our part in the world's progress. We should mold public sentiment and help solve the great moral and economic questions of the day, and not alone help meet today's conditions, but we should insist on present conditions being better than they have been, and right now you and I should initiate business principles which will be of real value to those who follow in our footsteps.

In my judgment, as shippers, we have received no better value for the effort or the money expended than when used in an honest effort in learning to know our fellow competitor. Personally, I am more and more convinced that in no way we expend our time with a reasonable hope for large dividends better than in this manner. One dollar judiciously spent at home to improve local conditions is worth ten when sent away from home to sell your hay for big prices. At this season I believe this to be particularly true.

BUYERS SHOULD BE CAUTIOUS

Conditions today are unusual. A large crop of uncertain quality has been or will be harvested. A certain percentage has gone into the barns in poor condition. This season as never before the buyer, when making his purchases, should surround himself by every precaution. It is going to be the exception rather than the rule when any one farmer markets an evenly graded car of hay. The chances all favor there being four or five grades rather than one. This season, he who ships uniformly graded cars will receive larger pay for the additional work required than perhaps at any previous time. Personal knowledge as to what each car actually contains will command strong premiums. The tendency at the present time with nearly all hay shippers is to give the farmers the benefit of the doubt. Only too often he tells us what his hay will grade, together with what it is worth, and we accept his statement without discount in both particulars.

Personally I should much like to believe that August 7, 1915, Saturday of this week, for all of us would be thought of as decision day. By this I mean I should like to see you dedicate your time on this one day to

the purpose of becoming acquainted with yourself, for we should first of all be fair to ourselves. Decide in your own mind whether the methods you have been using are what they should be and can be. If not, resolve that any of the abuses that may have crept into the business during your time or any bad methods that may have been handed down by another, you will cause to be stopped, for our business is an honorable work and we are entitled to the very best. Here, as perhaps in no other field of endeavor, representing the same degree of energy, capital, technical knowledge and character combined, in order to obtain success, is man absolutely the architect of his own fortune.

The Problem of Securing Fair Returns.

Therefore, first of all decide that inasmuch as you are engaged in this particular work, that it is your privilege to earn a comfortable living for you and yours, and that you will be satisfied with a reasonable profit margin, that you, however, desire to surround yourselves with conditions that will provide a fair return



PRESIDENT E. L. WELLMAN
Grand Rapids.

for your labor with a reasonable hazard taken. Were we able, as shippers, to have the buyer accept our weight and grade at the loading point then we would be justified in continuing the policies most of us have been following. The tendency of the times now, as perhaps never before, is to safeguard business all possible. Do away with the leaks. Only expect a reasonable profit margin on each shipment, but so conduct your business that you are reasonably sure of this. Unsatisfactory Weather Conditions Delay Movement. Continued unsatisfactory weather conditions have been prevailing throughout the entire section where hay is usually shipped from. The result is a delay in the movement of the new hay to the market, and as a result, old hay is bringing exorbitant prices. The natural tendency will be for the shipper to offer more for the hay than it is worth. Our ideas of values will be influenced by today's prices. Today, when the prices for any farm product have once been established, it is exceedingly difficult to change the grower's opinion as to the real value of this particular product. I am convinced that your experience has caused you to reach this same conclusion.

Therefore, be extremely cautious in establishing your prices at the beginning of your season's work. At the present time there are entire sections where the price has already been established on the new crop, far in excess of the real value of this particular product, except when the same can be placed on the market at once, and this one condition will represent a loss to

those shippers located in this particular section of thousands of dollars profit they are entitled to.

In conclusion, if this convention accomplishes two things it will, in my judgment, have served the purpose for which it was called. First to cause us shippers on our return home to get better acquainted with our fellow competitors, to know him as he actually is, to go to him with open mind, without any preconceived notions as to what he stands for, absolutely for getting anything of a detrimental nature that may have occurred during the past, keeping prominently in mind that he like ourselves is desirous of being fair, and that he like ourselves is in business for the legitimate profit, and that so far as we are concerned we are willing that he have the same.

Second, that if the methods that we have employed are different than we ourselves, believe they should be, that in view of the present unusual conditions this season, we no longer are justified in assuming the risks we have taken during the past, and that regardless of what action our competitor may take, we individually will only handle the business in such a manner as we believe ourselves justified in doing.

I predict for this Association a prosperous future and believe we will continue to do efficient service to our membership, and personally, I pledge the same my unqualified support.

CONVENTION COMMITTEES

The chair then appointed the following committees:

AUDITING—W. S. Biles, W. A. Bunting, W. A. Cutler.

NOMINATING—Chas. Noyes, Will Connors, F. C. Nowlin.

RESOLUTIONS—Harry Northway, C. B. Smith, W. C. Sturgis.

WORK OF NATIONAL ASSOCIATION

Charles Quinn, secretary of the Grain Dealers' National Association, presented the work of that organization in a very forceful manner, at the same time calling attention to the need of a strong national body to cope with questions constantly arising bearing on the interests of the grain trade, and expressed the hope that the Michigan association would affiliate with the national organization.

TREASURER'S REPORT.

Albert Todd of Owosso, treasurer, made his report. It showed receipts from previous annual meeting to the present, \$799.57. Disbursement, \$696.96, with a balance now in the treasury of \$105.49.

SECRETARY'S REPORT

Secretary J. C. Graham of Jackson then gave his report. He reviewed the work of the year and urged members to have confidence in each other, at the same time being worthy of it. In regard to the Association, he said:

"It is going to be just what you make it. I have had letters from men saying, 'Your association can't do me any good.' We don't want that man as a member because he will look for you to pull the chestnuts out of the fire for him. He doesn't consider that he has any responsibility with the other members. The organization in his mind is similar to Sears-Roebuck. The officers must save him some money without any effort on his part. One way to educate that man is to make him an officer or director.

"Use your secretary's office as a clearing house. If conditions are not right, put it up to the officers and directors through the secretary, and if you elect men who have an honest desire to work out these problems they will find a way to straighten the situation out."

FREIGHT RATES

E. C. Nettles, freight traffic manager of the Postum Cereal Company, Jackson, Mich., spoke on "Freight Rates." He told of the injustice done Michigan manufacturers in the matter of rates, inasmuch as all classifications and charges were made at a time when towns like Jackson were on branch lines. Railroads seemed to have forgotten that they were now on main or trunk lines, and entitled to the same rate as towns in Ohio similarly situated. Three suits had been instituted with Interstate Commerce Commission, asking for a more equitable adjustment. He recommended that all shippers who found their rate unjust should take the matter before the Commission.

SHORT WEIGHTS

H. G. Morgan of Pittsburgh discussed the subject of "Short Weights." After stating the existence of this abuse, he gave a remedy in the following:

Years ago it was suggested to me by D. S. Miller of Upper Sandusky, Ohio, that the only way to make hay

weigh out was to weigh the bales carefully to the pound and mark each bale one pound back. This one pound would hardly pay, for the wire weighs barely a pound, so there would be enough margin to this weight for a come back. I believe this should be talked up by the dealers at shipping points to the balers and they should insist upon it. I have known cases where dealers did actually take an interest in the weights at the barn and have, however, suggested to the balers that they want the hay to weigh out at the other end of the line. They have used this rule and the hay has actually been found to be correct when weighed at the unloading point. I will go further and say that in my judgment there should be two standards to this come back. Hay bales in August will actually lose 5 per cent in the 15 days it takes to get it from the barn to the consumer in a distant city. I further believe that the shrinkage in September and three following months would show a net shrinkage of 2 per cent and after the first of the year 1 per cent or one pound to the bale will generally cover the actual loss of handling and evaporation from the barn to the consumer in a distant point.

Now, I fear you will think I am talking on a one-sided matter. I want to assure you that I am not. There is no evil in the business today as great as this short weight evil which favors the honest farmer at the barn. No amount of correspondence will correct this abuse. The farmer would not care if the bale was marked one pound back, for hay is cheaper at the barn than it is at any subsequent stopping place. I have an old friend in this Association who bought a hay barn when stopovers were allowed and I found him in great perturbation one evening when I visited him at his home. He was reading a letter from the man who had loaded some hay for him which my friend had weighed at his barn and found to be from six to eight pounds short to the bale and he calmly admitted that he began to see the unenviable position of the receiver in the city. Why, he said, I am right where you stand as a rule. I have to weigh this hay so it will weigh out in Boston, New York, etc., and this man wants me to accept his tag weights and how am I going to please them both. There is the meat of the whole matter. Can the hay trade be run smoothly with these immense differences between the farmer and the dealer occurring all the time? The National Hay Association uses a large percentage of its time for deliberation in discussing the grades of hay each year. I think, though, the time has arrived, if the dealers in the Western centers and the receivers in the Eastern cities are to agree and thrive, when we must give the weight question more thought than perhaps we could give to anything else. I think we should now begin a campaign of weight correction and that we should never let up. Each state should have a Bureau of Weights under the supervision of the hay association and there should be time given each year in which a chief inspector of each state and his assistants should have time to visit every baler within the confines of their state. This might seem momentous on the face of it, but since there are large areas in all states that ship no hay, it would not be an insurmountable task for such a chief weighmaster and his assistants to systematize and visit his state; to drop around when the balers are working and pass upon the scale. He should have the right to condemn any bad scale and recommend any good standard scale that would not get out of order.

Gentlemen, I realize that I have started something here and I want every track buyer and every dealer in good old baled hay to make his voice heard either here or later in a campaign for honest tag weights.

J. Vining Taylor, secretary of the National Hay Association, presented the subject of "Business Organizations or Associations" in a very interesting paper, declaring that the work of most business organizations is now carried along on three lines: First, toward bettering the conditions of a trade or industry; second, toward protecting it from hostile or ill-advised legislation or regulation; third, toward developing a code of business ethics. He applied all these conditions to the National Hay Association, reviewing its work during recent years. He also discussed the duties of officers of successful associations and the benefits derived by each member.

W. A. Cutler of Adrian, in discussing the value of the Association to its members, recommended that dealers keep in touch with each other. Call your neighbors over the phone, he said, and talk over your difficulties. The organization was able to do a great deal for members if they would make use of its services.

ELECTION OF OFFICERS

The report of the Nominating Committee was presented by Chairman C. E. Noyes. The report was adopted and the following officers elected:

President, E. L. Wellman, Grand Rapids; first vice-president, J. Frutchy, Cass City; second vice-president, J. E. Crane, Eaton Rapids; treasurer, Albert Todd, Owosso.

Directors—F. L. Young, Albert Todd, Jas. Kerr.

RESOLUTIONS

The meeting closed with the adoption of the report of the Committee on Resolutions. It was presented by Harry Northway, chairman, as follows:

Pomerene Bill.

Whereas, there has twice passed the United States Senate a measure known as the Pomerene Bill, which Bill is a codification of various state laws covering bills of lading, and,

Whereas, the Pomerene Bill, if enacted into law, would we believe, remedy most, if not all, of the defects in the present bill of lading issued by the carriers.

Resolved, that the Michigan Hay and Grain Association, in annual convention assembled in Jackson, Michigan, on August 5, 1915, hereby endorse the said Pomerene Bill, which has received the unqualified approval of practically every shipping and banking organization in the country.

Resolved, that we urge the speedy passage of the bill at the coming session of Congress.

Moss Bill.

Whereas, a bill was introduced in the 63d Congress by Hon. R. W. Moss, of Indiana, and known as the "Grain Grades Act," and,

Whereas, this Bill is designed to supervise by the United States Government the inspection of all grain entering into interstate and foreign commerce.

Resolved, by the Michigan Hay and Grain Association at its annual convention in Jackson, Michigan, on August 5, 1915, that we heartily approve of the provisions contained in the "Grain Grades Act," and that we urge its reintroduction and passage early in the next, the 64th Congress, without amendment.

Buy On Dealer's Weights.

Whereas, it has been brought to the notice of this Convention of the irregularity of the weighing of hay by farmers and balers, be it

Resolved, that every dealer shall purchase the hay upon his own weights.

A resolution of thanks was also given to the officials of the city of Jackson and to the officers and speakers and Mr. Nettles for their talks and help in making the meeting a success, after which the meeting adjourned.

ENTERTAINMENT AND BANQUET

Dealers were the guests from 11 to 12 o'clock on Friday morning, of Warden Simpson of Michigan State Prison. Automobiles were provided by local grain and hay men of Jackson for the trip to this institution, which not only pays its way, but also turns over an excess revenue to the state.

The growing sense of humanity in the treatment of erring members of society is seen on every hand. Visitors do not see "convicts," but men. And it is very possible that under the rules of the prison a man can pass through a period of correction and come out with a share of self respect. There are schools, trades, work, sports, all tending to fit the inmates for better citizenship.

The banquet was held at 6:30 o'clock at Hague Park, reached by a half hour trolley ride, and the number present taxed the resources of this popular park resort to the utmost. E. C. Nettles of Postum Cereal Company, Battle Creek, as toastmaster, put across no popular substitutes but delivered the real thing. Excellent short speeches were made by Fred Williams of New York, Cyrus H. Bates of Boston, H. G. Morgan of Pittsburgh, O. R. Eytel of Detroit, and President E. L. Wellman, Grand Rapids, closing with a masterly address by Senator Chas. E. Townsend. Most public men, it seems, deprecate the flood of laws which have arisen to control, harass and annoy the average man of affairs and Senator Townsend favored giving the honest business man a chance. After the banquet the visitors enjoyed the amusement features of the park before returning to the city.

THE REGISTERED ATTENDANCE

Cyrus H. Bates, Boston, Mass.; Smith-Connor Hay & Grain Company, Saginaw; Marion Grain Company, Marion; F. L. Young, Lansing; W. B. Rupert, Newark; William Herb, Pittsburgh, Pa.; John E. Bacon, "American Grain Trade," Chicago; Minor Walton, Mt. Pleasant; Kerr Grain and Hay Company, Melvin; Bert H. Winchester, Newark, N. J.; Jay Baldwin, New Haven; F. J. Flynn, Gladwin; Albert Todd Company, Owosso; W. W. Cummings, Toledo, Ohio; A. E. Wolcott, Saginaw; Lester J. Stimson, Big Rapids; W. W. Demster, Providence, R. I.; E. J. Fogell, G. R. Forrester, J. E. Bartlett, C. A. Smith, Jackson; H. M. Strauss, Cleveland, Ohio; Eyer & Co., Wilkes Barre, Pa.; Robert Ryan, Ann Arbor; C. A. Manchester, Fostoria; R. W. Young, Pittsburgh, Pa.

R. P. Collins, Saline; Wm. H. Clark, New York, N. Y.; C. B. Smith, Moline; Earl Root, Cincinnati, Ohio;

B. A. Fillinger, Lansing; W. B. Dean, Mason; R. Z. Allen, Jackson; Abrams Grain, Feed & Seed Company, Tekonsha; L. W. Doane and E. W. Stuart, Chesaning; A. J. Carpenter, Battle Creek; J. C. Datey, Lansing; T. J. Smith, Silverwood; Struble & Mulvey, Struble; A. J. Marvin, Jonesville; Chas. S. Martin, Charlotte; Crane & Crane, Eaton Rapids; Geo. W. Williams, New York City; L. M. Bowen and L. Neil, Montpelier, Ohio; G. Dackstiner and F. E. Hepker, West Unity, Ohio; Geo. Webers, Bryan, Ohio.

Fred Williams, New York, N. Y.; Geo. W. Thorpe, Jackson; W. A. Cutler, Adrian; J. Vining Taylor, Winchester, Ind.; W. H. Marshall, Pottsville; John W. Luscombe, Jr., Toledo, Ohio; Parma Mercantile Company, Parma; Caughey-Jossman Company, Detroit; E. N. Sweet, Detroit; Gehman & Co., Vermontville; J. A. Smith, Toledo, Ohio; Dundee Mercantile Company, Dundee; N. F. Ketchener, Newport News, Va.; Paul Billington, Croswell; Dibble & Buck, Shepherd; H. V. Perkins, Jackson; J. F. Rosseade, Shepherd.

F. E. Nowlin, Albion; J. K. Trefry, Rives Junction; E. W. Potter, Leslie; D. C. McLaren & Son, Chelsea; F. M. Towner, Morrice; J. C. Wigard, Monroe; Kuhl & Goldsmith Co., Newport; John L. Dexter, Detroit; John A. Bradley, Holly; J. F. Austin, Galesburg; C. H. Little, Kalamazoo; A. K. Zurn, Battle Creek; J. E. Maloney, Grand Rapids; Henry Kennett, North Star; Will Travers, Mt. Pleasant; H. A. Garrie, Munith; E. L. Wellman, Grand Rapids; F. M. Houghton, Clio; S. W. Kemp, Spencerville, Ohio; J. W. Marks, Jackson; L. Downs, Carson City; H. A. Parrott, Spencerville, Ohio; E. J. Newell, Pittsford; Battle Creek Elevator Company, Battle Creek; Saginaw Mill Company, Saginaw; H. G. Morgan, Pittsburgh, Pa.; K. P. Kimball, Detroit.

SUFFICIENCY OF EVIDENCE CONCERNING LOSS OF GRAIN IN TRANSIT

BY J. L. ROSENBERGER.

The Supreme Court of North Dakota says that in the case of *Morris vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company*, [141 Northwestern Reporter, 204], the plaintiff sued for barley alleged to have been lost in transit from a car load shipped from Bordulac, N. D., to Superior, Wis. To make proof of loss, evidence was offered that the barley was weighed when taken into the elevator and again when loaded therefrom into the car, with the weights corresponding. The elevator agent testified that the elevator scales balanced; that he loaded the entire car as one transaction; that he had been in charge of the elevator and similar work at that place for two months prior to that time; that he understood the scales and knew how to use them; that these weights taken were correct and accurate; that some 20 different weighing operations were necessarily made in loading the car; that the total of these weights and the amount of the barley placed in the car was 62,440 pounds; that the car was then immediately sealed and taken charge of by the carrier. The evidence showed that, on the arrival of the car at Superior, the grain was weighed in bulk, and the state weighmaster's official certificate of weight of this barley showed but 57,480 pounds as the amount delivered by the carrier to the consignee. For this difference in weight, 4,960 pounds of barley, the plaintiff sought to recover of the carrier as for barley lost in transit. The trial court directed a verdict dismissing the action, and the plaintiff appealed.

In setting aside the judgment for the defendant and remanding the case for a new trial, the court holds that the plaintiff must establish by a fair preponderance of the evidence that a portion of the grain received by the carrier was not delivered at Superior. That proof of such shortage might be made by evidence of the weight of the grain when delivered to the carrier for transportation and evidence of its weight at destination, when the proof of such weights was reasonably certain and satisfactory. That under the evidence the plaintiff had established a *prima facie* case of loss of some grain in transit, sufficient to submit such question of loss, and amount thereof, to the jury to determine from all the evidence considered with the matters of which they might take judicial notice.

Certain language used in *Miller vs. Northern Pacific Railway Company* [18 N. D. 19], which might be understood as holding that such a loss could not be thus established by proof of weights alone and without other proof of loss in transit, is disproved of as misleading and inaccurate.

To announce the rule that the degree of proof offered in this case as to initial and terminal weights did not establish a prima facie case sufficient to invoke the jury's verdict, or that it might be overcome, as a matter of law, by mere presumptions or inferences of fact to be deduced from the condition of the car on arrival, would be to require of the shipper such a degree of proof of loss as is ordinarily impossible for him to obtain and produce, and announce a rule which would in effect abrogate the common carrier's legal obligation as usually an insurer of property to be transported.

Accordingly, where the proof is reasonably certain and satisfactory that grain of a certain quantity, as previously ascertained by its weight, is loaded in bulk in a car for transportation, and then is taken in charge by the common carrier for delivery to a consignee, and proof of the amount of such grain subsequently received by the consignee is made by evidence consisting of a state weighmaster's official certificate, with initial and terminal weights as so established differing several thousand pounds on a car load of grain transported, the plaintiff is entitled to a finding by the jury as to whether any of the grain has been lost in transit, and, if so, the amount of such loss.

RUSSIAN EXPORT DECREES

The Russian government has issued a number of decrees relative to exports from that country. These have been codified and printed in our *Commercial Reports*, among which are the following:

The exportation of the following articles by way of all frontiers of the empire is prohibited: Wheat, rye, oats, barley, lentils, buckwheat, millet, peas, beans, kidney beans, rice, tomatoes, onions, potatoes, cabbages, beets, dried vegetables, flour and grits, macaroni, tea, sugar, pepper, salt, butter, animal fat, meats of all kinds except bacon, canned goods, cattle and hogs, hay and straw, tobacco except cigars and cigarettes, sailcloth and khaki, dressed and undressed hides and skins, viz, ox, bull, cow, camel, buffalo, horse, and ass hides, and calf and pig skins, platinum, copper and brass in the form of metal, scrap, or manufactures.

Special exemptions are provided for in the case of direct shipments of certain products to Great Britain and Norway and also to all allied countries in Russian vessels or in those flying the flag of an allied country.

NEBRASKA'S NEW WAREHOUSE LAW

BY T. A. BROWNE.

The Nebraska State Railway Commission is going to venture to try enforcement of the public warehouse law of 1915 in spite of the vigorous opposition of the attorney general, who says that the act is unconstitutional and that the commission has no power to enforce such rules.

Several line elevator men in the state want to give the new law a trial and have been blocked to date by the attorney general. The law was enacted by the party of which the attorney general is a member but he says that it was poorly drafted and he is compelled to say so. It gives the Commission jurisdiction and that legislative and executive body is empowered by the constitution to supervise common carriers. The attorney general says that the elevators of Nebraska are not common carriers.

But the Commission was not content to take the dictum of the head of the legal department. It had had more or less unpleasant relations with him on rate matters and hence turned to the dean of the law school of the state university, Judge W. G. Hastings, and asked him for a legal opinion. The legislature had refused to give the Commission a dollar to spend for legal advice, and the dean was then appealed to.

He holds that the legislature has the power to put this extra duty onto the Railway Commission. The attorney general suggested that all constitutional state officers take a hand in administering the law, but the dean says this would not help matters if the act were bad.

Under the law the warehouseman must file a sufficient bond with the Commission to cover any loss to the owner of grain due to delay in delivering in the twenty-four hours after notice. The Commission provided in its form of the bond that

the surety might cancel his obligation any time with sixty days' notice, but the opinion says the bond should run for a year with privilege of re-filing it regularly until the surety specifically withdraws from the contract.

The elevator men have figured out that they can store grain without taking out a license, by taking

advantage of the clause that a license must be secured where the elevator holds the grain for more than ten days without purchasing it, "except when sold on contract for private parties." The opinion given the Commission says the section was carelessly worded but will hardly relieve the elevator owners in the manner they think.

OUR VISITORS



TWENTY years from now they'll have a different method of picking eligibles for the American Hall of Fame. The present plan of going through the achievements of each candidate and sifting his claims to greatness through a fine-mesh screen is not merely monotonous but does not always get the best results. Why not—we offer this merely as a suggestion—select the men who are nationally known by their initials. Let's see. There's "G. W."—yes, he gets one of the coveted laurel wreaths. Then there's "A. L."—by all means write his name on the tablets of fame. And so we might go on through past history, but whom have we today? Oh, there's "T. R." and "W. J. B." Yes, they might squeeze through in a pinch, but we want men of really great ability and merit. Well, why didn't you say that in the first place. Pass in, "C. C."

No need to tell the grain men who "C. C." really is. The few who do not know C. C. Miles of Peoria, Ill., are not worth considering in any phase, condition or place of life. *Sans* loud trumpeting, *sans* sensational publicity methods, *sans* everything but a wide knowledge of the grain trade and incidentally his fellow beings, "C. C." has been placed on a high pedestal by the other grain men of the country. And it is true that "C. C." is just as much known, admired and respected in the seaboard cities as in his home town, or Chicago, or other central points.

Just one more verdict—that of the children. It is unanimous. Rumor says that he cannot pass a corner where there are children playing without stopping and talking to them. He is a real, modern "Pied Piper of Hamelin," but needs no magic pipes to attract the coming generation. Peoria children love "C. C." and know that "C. C." in turn is their staunch and sympathetic friend. Perhaps there is a future Solomon among them who will adopt our suggestion. There's only one "C. C."

DOWN in Kansas City, Mo., there lives an "alfalfa-crater." Wait, sit down, don't all rush for the dictionary at once. The word probably isn't in there. You never heard of it? Possibly not because there are very few real, genuine "alfalfa-craters" in existence.

You've no doubt heard of aristocrats and plutocrats and democrats. Well, an "alfalfa-crater" is part an aristocrat because he is a man of rank and standing in his community. He is part democrat (not the political kind) because he fraternizes easily with other men. Also because he is *not* an autocrat. He is part plutocrat because he has discovered the Midas touch in at least one particular and that has to do with alfalfa.

There are a few other qualifications necessary before one can assume this proud title. An "alfalfa-crater" must know nearly all there is to know about alfalfa; he must be able to produce it successfully; finally he must be able to dispose of it at a profit to himself. He must be more than a student—he must be a master. Producer, middleman and dealer are joined in one. Not a very common type, is it? How many do you know who will fill the bill?

Democracy can be learned without much difficulty. Plutocracy may be attained by luck or by genuine hard work and ability. Aristocracy may be achieved by a chosen few. But "alfalfa-cracy" is something that few can aspire to.

America's leading "alfalfa-crater" owns a 1,000-acre alfalfa farm in Oklahoma, where he raises the highest quality of the legume, never satisfied with less than four cuttings per year, and brings it down to Kansas City to dispose of it to an eager throng of buyers, who pull off daily riots in his office. He is also such a consistent "limelight dodger" that we have reserved the least conspicuous place to mention as this "alfalfa-crater"—B. M. Huffine of Huffine & Co., Kansas City.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, AUGUST 15, 1915.

Official Paper of the Grain Dealers' National Association
and of the Illinois Grain Dealers' Association.

DIFFICULTIES OF EXPORT

THE export situation is precarious. The stability of the Bank of England and the ability of the British Government to meet its obligations is unquestioned, but the tremendous financial drain to which that country has been subjected has begun to show in the exchange rate of English and continental money, and the end is not yet in sight. This fluctuation of exchange made for uncertainty in the grain trade, as shipments until recently have been made with seven-day draft on London. Now, however, the North American Grain Export Association has drawn up a new form of contract which will provide for payment of grain at New York, insurance and freight being arranged for buyer's account at that port. This will necessitate foreign Governments establishing credit at New York and drawing against it before grain shipments leave our ports. The details of this plan have not been completed but in the meantime exporters are insisting that payment be made in American dollars or that a fixed rate of exchange be agreed upon, after which the buyer takes whatever losses or gains occur from exchange fluctuation. The exporting millers have proposed a similar arrangement and the London Flour Importers' Association is taking the matter under advisement with every prospect that the terms will be accepted.

Another difficulty which grain exporters must face is the possibility that the English Government will buy up Canada's entire surplus of wheat, which promises in the neighborhood of 150,000,000 bushels. Rumors to the effect that this has already been done are current, and Premier Borden's recent trip to London was

said to have been made for the purpose of arranging the details of the transaction. The English Government entered the wheat trade in the Spring and the effect was rather demoralizing, particularly for the millers of the United Kingdom who had booked considerable grain ahead at a high price, Government sales at a loss subsequently upsetting the market and making a fair profit on the milled products impossible. While the surplus from Canada will by no means supply England's wants during the coming year, the psychological effect (if we may use the expression after its recent obloquy) will be considerable as it will make individual importers extremely cautious, inasmuch as there can be no way of telling how much loss the Government will be willing to stand on its purchases to control the price of bread in the kingdom.

QUALITY VS. WEIGHT

A NEBRASKA shipper recently made a statement which Solomon himself could not have improved. Even Solomon, however, had trouble in making everybody recognize his wisdom, and elevator operators may find difficulty in avoiding trouble if they put it in practice. But that does not mitigate the truth of the statement, which was as follows:

Buying wheat by weight test is a thin proposition and should not be given great consideration. Weight per bushel amounts to very little in determining quality and price. A load of wheat might test 60 pounds to the bushel and still be worth five cents a bushel less than another load that tested only 57 pounds. Color, condition, cleanliness and all must be taken into account. To sum it all up, the eye for quality goes much farther than the weight tester in fixing the true value of grain, especially of wheat.

Every year it becomes more apparent to operators that the loose methods of the past must be changed if the business is to be continued on a profitable basis. The uncertain conditions in the trade this year warrant the introduction of every method which will tend toward protection. Buying only on grade is one of them.

THE CROP REPORT

THE plow and harrow poked the ribs of earth, the rains tickled its chin and the fields laughed the greatest crop that we have ever garnered. The August Government report sets last doubts at rest. Take off your coats, you grain dealers, for there is work to be done. The final report on Winter wheat totals 659,000,000 bushels, only nine millions less than the July estimate in spite of floods, wind and hail. The Spring wheat estimate has increased 12,000,000 bushels over July, making a yield of 307,000,000 bushels, and an average of 16 bushels to the acre. All wheat will be 966,000,000 bushels, a new record for the United States. Besides the great Spring wheat yield, the feature of the crop is the abundance and high quality of the red Winter wheat east of the Mississippi.

The corn yield promises 2,918,000,000 bushels. Much of it is late, but it is coming fast. This is an increase of 104,000,000 bushels over July report and about 250 million more than last year. The feature is the great gain in the

Southern States, 731,000,000 this year against 540,813,000 bushels last year.

Oats are 1,402,000,000 bushels as against 1,399,000,000 a month ago and 1,141,060,000 a year ago. Barley will yield 217,000,000 bushels. The hay crop is placed at 75,000,000 tons, or 5,000,000 tons more than a year ago and exceeding even the record yield of 1912 which was 72,691,000 tons.

DOES THIS AFFECT GRAIN SHIPPERS?

A N OIL company in Kansas found that by shipping its product to another station in the same state and then rebilling to a point in Oklahoma, a lower freight rate could be obtained than when the oil was shipped direct on through billing. The case came before the Interstate Commerce Commission, which ruled that the rebilling practice was an evasion of the law and had for its sole motive to defeat the interstate rate lawfully applicable to the through service. The decision is to be contested in the courts. In the meantime grain shippers who have taken advantage of such differences in rates would do well to revise their schedules or be prepared to settle the "undercharge bills," which the railroads will probably present.

WESTERN RATE DECISION

THE decision in the Western rate case has been handed down by the Interstate Commerce Commission. The increase in carload lots of grain and grain products was refused but the minimum weight was increased from 30,000 to 40,000 pounds. This will be a burden which many shippers will feel more than if the rates had been increased, for in the latter case the producer would have been the loser, and now small stations will be handicapped in their effort to make economical shipments. The increase in hay and straw was contested by the hay shippers but their arguments were unavailing in the face of the large bulk of those commodities. The Commission held:

1. Increased carload rates on grain and grain products considered as one commodity not justified.
2. Increase from 30,000 pounds to 40,000 pounds in the minimum carload weight of grain products justified.
3. Increased carload rates on livestock not justified.
4. Increased carload rates on packing house products and fresh meats, except as indicated between points on the Missouri River, not justified.
5. Increased carload rates on fertilizer and fertilizer materials, not justified.
6. Increased rates on bituminous coal, except as to South Dakota points, justified. The rates on coke here proposed, which are the same as on coal, justified.
7. Increase carload rates on brewers' rice and less than carload rates on domestic rice justified.
8. Increase carload rates on broom corn not justified.
9. Increased import rates and proposed increases in carload minima from gulf ports justified.
10. Increased carload rates on fruits and vegetables justified.
11. Increased carload rates on hay and straw, where not in excess of Class C, justified.
12. Increased any quantity rates on cotton piece goods and proposed increased carload rates from points in Texas not justified.

The old basis for making rates was "what the traffic will bear." The Interstate Commerce

Commission attempts to base its judgment on "cost and service." An echo of the old regime is heard in the reported comment of Joseph W. Blabon, vice president in charge of traffic of the Chicago Great Western, who said: "We felt it was reasonable to ask that the rate on grain be increased when everybody who has to do with grain is making money." A corporation which uses the very socialistic and muck-raking argument which brought on the avalanche of hostile legislation in the last ten years, shows the weakness of its case and a patent reason for the Commission's refusing the proposal of the roads in respect to grain.

SAVING AT THE SOURCE

A GITATORS and farmers who complain of the cost of marketing their products through regular exchanges will do well to consider a recent statement in *Orange Judd Farmer* to the effect that two cents per bushel can be saved on wheat by hauling three miles over good roads as against unimproved highways. The saving on a longer haul will be in proportion. Clean, unmixed grain would effect an even greater saving. As a rule, however, the farmers who are intelligent enough to improve these factors in increasing the amount they receive for their labor are wise enough to know that the open market afforded by the grain exchanges is the greatest instrument in steadying the price of all commodities, and that free speculation is the balance wheel of the great machine which enables them to find an all-year market for their grain.

HAY TRADE INACCURACIES

BECAUSE of the continued cheapness of the crop, natural shrinkage in storage, and the previous unorganized condition of the market, American hay has been marketed in a far more slipshod manner than grain. Inspection at the various markets is only beginning to be systematized and even yet shows great variation, but perhaps the greatest evil is in weights, the tag weights far overrunning the actual weight as recorded at the consuming station. H. G. Morgan, of the National Hay Association, estimates the difference at five per cent which dealers lose and upon which they pay unnecessary freight charges.

Mr. Morgan suggested as a remedy that the National Association appoint inspectors who shall visit all baling stations, condemn inaccurate scales, and insist on true weights with a one-pound allowance for bale ties and shrinkage. A large order, but the National Association adopted the plan. It would seem as if the errors could be corrected by the buyers if they could be aroused to take the proper interest in the matter. Five per cent loss is plenty of incentive for interest, but most of them do not realize that they are losing so much, and if the truth were brought home to them they would certainly take action. This is a case where organized publicity and education among shippers could be used to good purpose and perhaps as effectively as a cumbersome and expensive inspection system. A follow-up campaign, reaching all shippers of hay, would not be prohibitive in cost, and would do much to

eliminate the uncertainties and controversies now so common in adjusting differences in tag and actual weights.

A CRITICAL SITUATION

THE Indiana Grain Dealers' Association at its Summer Meeting passed a resolution "that proper, effective and vigorous steps should be taken at once to provide by subsidy and otherwise for an adequate merchant marine." The enormous grain tonnage which is carried each year on the Great Lakes makes it apparent to the trade that our inland merchant marine at least must be sustained. In 1914 the Soo records show that 218,622,167 bushels of grain passed that canal; Chicago shipped 89,466,000 bushels by boat; and of Milwaukee's total shipments of something like 80 million bushels, a goodly proportion went by water. Detroit, Toledo, Cleveland and other points also contributed, so that the total would be in the neighborhood of 350 million bushels of grain shipped by the Great Lakes in a single year.

Two factors within the last year have jeopardized this service; the application of the Panama Canal Act to the Great Lakes by which railroad lines are prevented from owning or controlling stock in competing water carriers; and the passage of the Seamen's Bill which was fostered by Senator LaFollette in the interests of American seamen. The best of our lake marine lines are controlled by various railroads. They have brought the lake shipping to a point of efficiency which it never enjoyed before and very likely would not have attained without the strong organization methods which the railroads knew how to apply. The lake and rail rates and service have been generally satisfactory and have contributed largely in controlling inland prices for grain and raising the amount which the producer received. The clause in the Act which prohibits this common ownership of water and rail lines may be wise as applied to the coastwise service, but the fact that the average Duluth to Buffalo rate in 1914 was the lowest for the last 10 years seems to show that railroad ownership has not eliminated competition on the lakes, or if it has the shippers are deriving the benefit of the lowered cost of operation under railroad management. The assurance of rail tonnage at the terminals allows the railroads to fix a lake rate which would be impossible under independent management.

The effect of the Panama Canal Act applied to lake shipping will almost certainly be to raise the rates to cover the cost of the independent service or to force the sale of the lake carriers to ocean lines, in which case the decrease in lake tonnage will hasten the unwelcome result.

The Seaman's Bill provides for certain regulatory requirements as to the number and experience of seamen on all vessels, tonnage measurements, etc., which increase enormously the cost of operation. On the lakes this will principally affect the freight rates, but on the ocean, where American vessels have to compete with those of other nations, the effect will be to eliminate entirely our merchant marine. The Bill makes it necessary for our Government to abrogate 21 treaties with foreign na-

tions. In the event of new treaties being made in conformity with the provisions of the Seaman's Bill, which is an extremely improbable occurrence, foreign vessels will refuse to come to our ports at all unless they are assured such high rates as to protect them from loss if their crews desert and they are forced to hire American seamen at union wages. If the treaties are not abrogated the completion of the Welland Canal will invite ocean carriers into the Great Lakes trade and our inland marine will vanish as our ocean tonnage has already done. Instead of helping American seamen to a higher standard of living the LaFollette Bill has thrown him out of a job of any kind.

In advocating subsidies to overcome these disadvantages which our merchant marine are facing, we doubt if the Indiana dealers are voicing the sentiment of their state. Indiana comes as near expressing the thought and feeling of the American people as any state in the Union. Subsidies are out of line with the American sentiment of the day, and Hoosierdom would be the first to protest. But other means of remedying the situation are at hand. The repeal of the Seaman's Bill is the first step. Making our registered tonnage measurements conform to those of other countries is the second. And the third is to divorce our inland shipping from the coast trade as effected by the Panama Canal Act, with such restrictions as to lake rates as the Interstate Commerce Commission now exercises. These would be amply sufficient to encourage the American merchant marine to take its rightful place in the world's commerce.

WHERE SHOULD THE LOSS FALL?

WHO is going to stand the dockage? The condition of wheat this year, on account of the excessive moisture, is bound to bring disappointment and losses when it receives its final grade unless dealers protect themselves at the country stations. The nightmare that the corn crop caused for many shippers two years ago promises to be repeated with wheat if measures are not taken to prevent it. Every purchase of grain at the country elevators should be made on grade and the same discount enforced as at the terminal. To this end dealers should insist that card quotations include the discount for low grade. When the markets become glutted with damp wheat the spread between grades will increase rapidly. Some markets will be in a position to handle damp wheat to better advantage than others, the advantage shifting among the markets, and a shipper should know which one would be best for him at the time he is ready to ship. Only by insisting on discount quotations will he be able to have this knowledge.

Few country houses are equipped to dry grain, but most of them can clean it. Dirty grain of high moisture content is subject to greater dockage than clean grain, in addition to the greater danger of heating in transit. Whenever possible, grain should be conditioned and cleaned before being shipped. This will save, and perhaps make money for the shipper, and the conditions in the trade at present do not warrant the overlooking of any bets.

EDITORIAL MENTION

Returns are always in proportion to the service rendered.

Alfalfa perfume is the latest product of the world's most versatile plant.

Just keep in mind the red letter days, October 11, 12 and 13. You know,—Peoria.

Big crops, good prices, prosperity. This is a basket of eggs that cannot be unscrambled.

A profitable elevator is the only safe elevator. And one cannot guess at profits. He has to know.

Another corn show is being planned for Walla Walla, Wash. A few years ago native Washington corn was a curiosity.

After an extended sojourn in parts unknown Old Sol has returned and promises to resume business at the old stand. Welcome home, Sol.

Canadian crops promise bumper yields all along the line. Early frosts in the North is all that can interfere with an above-the-average outturn.

There are many objections to a Federal warehouse law, but if it would eliminate free storage that alone would almost make up for the disadvantages.

The crop-killers' special train will leave for the county house at 2 o'clock next week. Reservations must be made in advance as a large crowd is expected.

Some side lines go as naturally with a grain elevator as a shell on an oyster—and sometimes afford as much protection. Are you making the most of your working force and equipment?

Up to August 5, the Grain Dealers' National Association had secured 181 new members since the Kansas City Convention. President Metcalf has set the mark at 200 and he will reach it, if we know Lee G.

Between the Hessian fly and the Mexican pigeons which have played havoc with southern Texas crops, our international relations are strained indeed. In the cause of strict neutrality we might also mention the Mediterranean moth.

The grain crop in the South this year is more valuable than any cotton crop ever grown. When this fact really penetrates south of the M. and D. Line the present boom in diversified farming will be, compared to future growth, like a tin whistle in a cyclone.

Elevator dust is improperly handled in many plants. Some operators seem to think that, aside from the unpleasantness in breathing it, no harm can come of it. The explosion at the West Shore Elevator at Weehawken, N. J., the Sunset Elevator at Galveston, and other plants proves it to be about as harmless as dynamite

under a triphammer. Collect the dust from every dump and leg and convey it to safety.

Two new elevators have recently been built on the Hennepin Canal to take advantage of the barge traffic. These are straws that show the wind of popular approval is turning again toward the inland waterways.

Two steamer loads of hay were recently shipped from San Francisco to the Australian Government. The past year has opened up more new foreign markets for American grain and hay than for many years.

Comparison is our only means of judgment. It is a great disappointment to Kansas that her wheat crop has been cut down to 115 million bushels. Before last year such a yield would have been considered phenomenal.

Grain shippers lose thousands of dollars every year because of defective scales and improperly coopered cars. A scale inspector will fix the former error and car liners will insure transportation without loss. This just narrows down to a question of common sense.

The wheat belt is getting as wide as a baby's band. Texas records are treading the toes of the best Canadian wheats, and in yields have forged far in advance. A grower near Plainview, Texas, recently threshed 40 bushels to the acre, testing 63½ pounds to the bushel.

The virtuous farmers who cry out against the iniquity of speculating on the Board of Trade, have nothing to say about the manner in which many of them hoarded their wheat on March 1, waiting for the \$2 market, and are now unloading at a loss of 30 cents or more.

Development of grain transportation service on the Columbia River in Oregon is growing rapidly. Astoria has built extensive docks, has plans for a grain cleaning plant and will establish a line of grain barges to be run either by the Dock Commission or the flour mill companies.

Every elevator man sooner or later will have to get down to brass tacks and find out how much it is costing him to do business. The three-cent margin for wheat and two-cent for coarse grains are generally found a losing proposition wherever they have been carefully investigated.

All of belligerent Europe is on a socialistic basis so far as its grain supply is concerned. Paternalism, the forerunner of socialism, is growing apace throughout the world and this country is keeping well up in the procession. The readjustment after the war is liable to bring surprising developments.

The Illinois bill, making it unlawful to sell car sweepings of grain, was killed in the legislature. The defeat was attributed to the appeal to let women and children sell grain which would otherwise be thrown away. Needless to say, the orator who made the appeal has had no experience with hole-bored grain cars, or other

systems of stealing from the railroad yards. Thus the widows and orphans are again saved by a virtuous legislature.

Every boost for the home town helps the whole community for miles around. You can't afford not to be a booster and join in the progressive movements even if you can't see the benefit to you on the pages of your ledger.

When harvest hands began to gather in the West before the grain was ready to cut, merchants and farmers in some localities joined together and hired the idle men to repair the roads. On a bad road it costs 30 cents per ton mile to haul grain. On a good road it costs 10 cents. Do good roads pay?

The State Grain Inspection Department of Illinois received a shake-up recently during which some 16 samplers and helpers were relieved of their duties. Chief Inspector John P. Gibbons says it is simply a case of efficiency; the outs cry politics. There are many soft jobs in politics, but that of grain sampler is not among them.

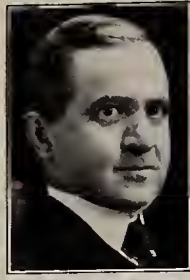
Northwestern demagogues are still harping on the established fallacy that it is a proof of chicanery that elevators receive more low-grade grain than they ship out. An ivory dome will absorb like a sponge when it is told that the farmers ought to get the price benefit arising from the work of cleaning, conditioning and mixing which the elevators perform.

The Bureau of Markets is working at all stages of crop distribution. The producer, the middlemen and the consumer are recognized as parts of a great system which has been evolved through the processes of experience, and no factor of which can be dispensed with economically. The country elevator and terminal market are necessities in the grain trade.

At a recent gathering of British agriculturalists a prominent speaker complained that the average wheat yield in Great Britain of 30 bushels to the acre is too low, and stated that an average of 50 bushels could easily be attained. Our average this year is estimated at a trifle over 16 bushels per acre. What would we do with a crop of 1,800,000,000 bushels of wheat?

Southern grain shippers, inexperienced in the volume of business which the new agricultural conditions have brought to them, are making tragedies out of difficulties which Northern and Western shippers meet with equanimity. Through and proportional billing, milling in transit, congestion of low grades and proper discounts are some of the problems they are struggling with.

In a paper read before the American Institute of Homeopathy recently Dr. Alexander Blackwood recommended a diet of *Medicago sativa*, which is nothing more nor less than alfalfa. He stated that it cures the blues and indigestion, makes one happy and keeps the mind alert. Hay shippers will doubtless endorse these statements, but they may quarrel with the idea of giving alfalfa in homeopathic doses.

G. C. MARTIN, JR.
St. Louis.

NEWS OF THE TERMINAL MARKETS

J. B. MAGEE
Cairo.

NASHVILLE GROWS

The city of Nashville, Tenn., is constantly growing as a grain center, the records showing a large increase in the grain movement. The receipts for one week recently totaled 359 cars.

EXPORTS ARE SMALLER

The total exports of wheat from the port of Galveston, Texas, aggregated 3,154,027 bushels of wheat in July against 4,626,280 bushels July last year, according to figures compiled by Chief Inspector R. T. Miles.

A SERIOUS DROUGHT

The corn bears on the Chicago Board of Trade were thrown into a panic recently by a telegram arriving for Sam Arnot from Charles Lonsdale of Kansas City, Mo. It read: "Corn crop will be a failure on account of drought. Haven't had rain for three hours."

WANT BETTER FREIGHT SERVICE

The traffic and transportation department of the Philadelphia Chamber of Commerce has been reorganized with William A. Sproull manager. An effort will be made to secure better freight service and fight alleged discrimination of railroads against Philadelphia in the shipping and billing of export trade.

WILL REPORT ON SPRING WHEAT

The following gentlemen are now in the Northwest to report on conditions in the three Spring wheat states: George M. Le Count, representing Finley Barrel & Co., Chicago; John Inglis, acting for Logan & Bryan; B. W. Snow, reporting for Bartlett, Frazier & Co., and Oscar Lyle for S. B. Chapin & Co.

WHEAT EXPORT SITUATION

L. W. Forbell & Co. of New York write August 9: "New business for export at present is not large enough to take care of a movement that is bound to occur when normal conditions are resumed, but for the present the demand from all sources should be sufficient to absorb current arrivals without causing burdensome accumulations."

A WEATHER MARKET

The weekly government was slightly bullish, suggesting a return to showery weather in the West toward the end of the week. Short covering contributed to the late advance. The weather continues the leading factor. With seasonable conditions we think the run soon would operate against present values, while further delay to the movement will be readily felt because of the very light terminal stocks.—Harris, Winthrop & Co., Chicago, August 10.

STRONG CORN AND OATS MARKET

The corn situation is mixed, but the old supplies are not very large, and market needs are small at present. The crop will be a late one, and not a large one under the best of conditions. Exports are out of the question for some months, as the large Argentine supplies are more than sufficient for Europe, and shipments are being made to the Atlantic Coast states. Every indication points to a strong market.

Further losses to oats are to be expected, as the grain is more sensitive to wet weather damage than wheat. The threshing of the crop will be late, and movement to market will be delayed. There is a

possibility that the September delivery at the principal markets will be small and high prices develop, for the promise of a large crop has induced general selling for some time.—Clement, Curtis & Co., Chicago, August letter.

WARREN T. McCRAY FOR GOVERNOR

Friends of Warren T. McCray, of Kentland, Ind., were pleased and gratified recently over his consent to become a candidate for the nomination of governor of the state of Indiana. Mr. McCray's reputation for ability and as the possessor of broad-minded principles of commercial conduct as well as high ideals of citizenship is state-wide. There is doubtless no man today more highly esteemed or



WARREN T. McCRAY

better known in the grain trade. He has been engaged in the grain business all his life, has served as president of the Grain Dealers' National Association and among his many endeavors is now the president of the Savers Grain Company, doing a large grain commission business at Chicago. The boom for Mr. McCray was formally launched at Kentland in July, when delegations from all over the Tenth District joined with Newton County Republicans and opened a campaign that will surely land their candidate in the gubernatorial chair next November.

PROPOSED GRAIN PRODUCTS SHOW

A movement is on foot to give a grain and grain products show at Milwaukee, Wis., next Winter. The Milwaukee Chamber of Commerce is interesting itself in the project and is formulating plans in conjunction with the Wisconsin Bankers' Association to have an exposition along this line that will result in benefit to the entire Wisconsin trade.

DANGEROUS SPORT

The exchange floor of all exchanges during trading hours has always been the scene, more or less, of good natured, practical jokes. There is always danger, however, that these may result seriously, and when Edward M. Flesch, president of A. C. M. Albers Commission Company of St. Louis, Mo., was

recently injured by being struck by a grain of corn, Secretary Eugene Smith posted the following:

"Notice is hereby given that hereafter anyone indulging in such practice will be deemed guilty of improper or disorderly conduct, and shall be liable to fine, censure, suspension or expulsion as the Board of Directors may determine."

CHANGE IN DISCOUNTING GRAIN

The Committee on Grain of the New York Produce Exchange adopted the following resolution to take effect July 20:

Resolved, that the discounting of grain be handled in the same way as in past years, with the exception that a fee of 20 cents per car be made on each car discounted, said fee to be paid by the New York receiver of the grain, who may assess the shipper half of the charge.

DISCIPLES OF BLACKSTONE

In the future whenever there is any lawin' to be done in the grain office of E. W. Wagner & Co. or Chicago it will be only necessary to walk over to the law department. J. B. Delany and E. S. Brown with this firm have successfully passed the examination which permits them to practice law in the state of Illinois. Orders for *mittimus*, *mandamus* or *habeas corpus* will no doubt be cared for with the firm's usual promptness.

EUROPE CANCELS WHEAT CONTRACTS

Chicago exporters have been amazed by recent developments. Europe has cancelled or attempted to cancel many large wheat contracts within the last few days, accepting from eight to ten cents loss for the privilege. Three possible causes are assigned: 1, the near end of the war; 2, early opening of the Dardanelles; 3, inability to pay. The two last causes are more probable, according to James A. Patten. Contracts totaling more than 1,000,000 bushels have already been cancelled.

STATISTICS FAVOR LOWER PRICES

E. W. Wagner & Co. of Chicago say in their August letter:

"Argentina's new crop start poor. Allowing a 75 per cent crop start for Argentina, a 90 per cent outlook in Australia and around 40,000,000 old reserves in India the total surplus promise, including North America, is around 615,000,000. Russia is ignored. Danubian surplus is drifting to Austria and Germany. European 1915-16 imports can be allowed in millions: England 210, Italy 60, France 80, Portugal 8, Spain 10, Holland 60, Scandinavia 20, Asia, etc., 90. Total, 538,000,000.

"Statistically—Europe faces ample wheat supplies without considering Russia, but the rain delay or one month indicates the Allies must now stock up before Winter. The wheat market faces further rain fears and a heavy flow of export wheat to the seaboard. Rallies may continue to surprise the bears, though statistics point to extended breaks. The establishment of seriously lower prices seems improbable for a period.

"Corn world is at sea. Crop looks big. Old farm reserves appear below recent estimates. Only moderate. Late season suggests old supplies must bridge two to four weeks of the fall beyond the time when new corn is ready. Market looks two-sided and liable at times to follow the wheat changes if serious. Presence of high levels is a factor of some amount.

"The main grain necessity consideration is dry weather. Grain stocks are depleted. Farmers are

holding old corn against final crop results. Two to three weeks of good weather would mean enormous oats and wheat receipts during the August 10th to 31st period."

WHEAT SHOW AT WICHITA

An International Wheat Show will be held in Wichita, Kan., October 11, 12 and 13. Almost all the dealers and millers of Wichita are interested in the undertaking and it is understood that it will also be supported by very many dealers throughout the state. The officers of the International Wheat Show are:

Henry J. Waters of Manhattan, president; W. M. Jardine, dean of Kansas Agricultural College, first vice-president; L. A. Fitz of Kansas Agricultural College, second vice-president; L. E. Call of Kansas Agricultural College, third vice-president; E. F. McIntyre, Wichita, secretary.

GOOD ADVICE

Pope & Eckhardt Company of Chicago writes the following to its patrons on August 5, which will probably be sound advice for some time to come:

"The indifferent or poor condition of much of the grain now being handled and the dispatch with which the railroads are moving these shipments to market necessitates more exact attention on the part of the country dealers to the forwarding of bills of lading covering all shipments. The bills of lading must be surrendered here to insure the delivery of grain on our orders. All delays will have a tendency to cause unnecessary deterioration; incidentally will mean losses to those shippers who fail to have their bills of lading forwarded without delay."

CHANGES IN MEMBERSHIP

Baltimore.—The new members admitted to membership in the Chamber of Commerce are Maurice B. Carlin, Henry B. Cole, Charles M. Trueheart, Ed S. Kent, Edward D. Feist, C. McCarthy, Walter Trappe and Henry A. Rumsey. Those admitted on transfer are: Jas. S. Russell, Wm. S. Henning, C. S. Schermerhorn and F. A. Heywood. Reported by Secretary Jas. B. Hessong.

Chicago.—Membership to the Board of Trade was granted to Thos. W. Carter, Jr., Chas. R. Leonard, Wm. E. White, Herman Stoltze, Fred W. Haines, Carlos Falk, Jos. H. Hogan, Moses Cohen, Clement D. Cates, Edw. G. McDougall and Riley E. Pratt. Transferred memberships: F. A. Fritze, Jr., Bernard W. Lewis, John G. Lonsdale, John S. Simpson, George H. Mendsen, Est. of Ernest G. Brown, Richard M. Sayers, Jos. B. Watt, Robert L. Morris, Jr., Daniel C. Miller and George D. Hopkins. Reported by Secretary J. C. F. Merrill.

Duluth.—The new members of the Board of Trade are: Gilbert E. Peterson and H. J. Nicolin. The memberships of Peter H. Merrett and A. J. Kennebrook have been withdrawn. Reported by Secretary Charles F. McDonald.

Indianapolis.—The following have been elected to special membership to the Board of Trade: Robert Bell, grain dealer, Brookston, Ind.; T. S. Blish, flour manufacturer, Seymour, Ind.; Clarence D. Cutsinger, grain dealer, Edinburg, Ind.; W. A. Lamson, member of firm of Lamson Brothers & Co., 6 Board of Trade, Chicago, Ill.; L. C. Ewing, president Louisville Cereal Mill Company, Louisville, Ky. Reported by Secretary Wm. H. Howard.

Kansas City.—B. F. Schwartz was admitted to the Board of Trade on transfer of membership standing in name of W. W. Cowen. Reported by Secretary E. D. Bigelow.

Minneapolis.—The new members received in the Chamber of Commerce are: Peter H. Merritt, H. M. Stratton, James F. Bell, Louis Hanson, Chas. H. McCarthy, Walter Stanger, Oscar F. Clayton, George F. Orde and A. W. Durrin. Reported by Statistician H. W. Moore.

Richmond.—J. Lee Komiss of Komiss Flour Mills was admitted to membership in the Grain Exchange. Reported by Secretary Y. E. Booker.

St. Louis.—The following have been recently admitted to membership in the Merchants' Exchange: E. J. O'Neill, general agent of the Rock Island Rail-

road; B. F. Schwartz of Keusch & Schwartz, Chicago, Ill.; J. P. Lillie of J. P. Lillie & Co.; Bernard Schloener of C. Hilke Hay & Grain Company; R. F. Imbs of J. F. Imbs Milling Company, Belleville, Ill.; Charles A. Winter of Goffee & Carkener Company; A. J. Schulte of Langenberg Brothers Commission Company, and J. C. Phillips. The following have been transferred: A. De Figueredo, Elbert Hodgkins, Samuel G. Kennedy, M. A. Bright, Frederick Skrainka, Adolph G. Beckmann, George P. Doan, Jr., and P. H. Litchfield. Reported by Secretary Eugene Smith.

San Francisco.—New members admitted into the Chamber of Commerce are: M. M. Gragg, Royal Insurance Building, San Francisco; Samuel J. Oppenheim, 149 Clay Street, San Francisco. Reported by Statistician W. B. Downes.

IT MAKES A DIFFERENCE

A legislator with long hair,
Said future trading wasn't square,
And roundly cussed both bull and bear.
Yes, he did!



When need for cotton 'gan to fail,
And all the South commenced to wail,
He loudly cried: "O, buy a bale!"
Indeed, he did!



And next he said, I'll take a chance,
Perhaps I can my roll enhance,
Then rode up on a sharp advance.
By gad, he did!



HAB' ACHT AN DEM KAUF

If not German born, do not employ a translator, for we shall shortly translate our heading. Last month we made use of a Latin phrase and this month, in order to be strictly neutral, we introduce a German line. The meaning is, "Be very careful in buying," and the entire paragraph, which is taken from an August letter of C. A. King & Co., of Toledo, Ohio, is as follows:

"Damp grain takes on moisture in damp weather. Beware. Ask farmers to give Providence a chance to dry it before threshing. Nearly all the small arrivals here this week have graded samples because of dampness. Some is very wet, selling as low as twenty-two cents under two red. Don't blame terminal markets. Thank Satan. Buy right."

John P. Gibbons of Chicago, state grain inspector of Illinois, was married recently to Miss Irene Marie Griffin of Chicago. They are now on a honeymoon trip in the East and after October 1 will be at home at 4933 Michigan Boulevard.

TERMINAL NOTES

W. H. Burns has become associated with the B. C. Christopher Grain Company of Kansas City, Mo.

Fagg & Taylor of Milwaukee, Wis., have overhauled their Elevator "E" and installed new machinery.

Rumsey & Co., grain merchants of Chicago, Ill., have opened a branch office at Jacksonville, Ill., with E. T. Leonard in charge.

Charles F. Glavin and W. J. Virmond were expelled from the Milwaukee Chamber of Commerce in July for alleged uncommercial conduct.

The Lyman-Joseph Grain Company of Milwaukee, Wis., is preparing for the new crop by overhauling its elevator and placing everything in first-class shape.

The Morrison Grain Company of Kansas City, Mo., has purchased and will operate the line of elevators in Missouri formerly owned by the late H. H. Steele.

The Fraser-Smith Company of Minneapolis, Minn., has opened an office in room 405 Chamber of Commerce Building, Milwaukee, Wis. It is in charge of A. L. Flannigan.

William E. Harris, a popular grain broker on the Baltimore Chamber of Commerce, entertained about 25 of his friends one afternoon recently at his home in Catonsville, Md.

The Whitmore-Cockle Grain Company of Kansas City, Mo., has been dissolved and Tracy Cockle, former manager, has associated himself with one of the local grain firms.

W. E. Long, formerly engaged in the grain brokerage business at Little Rock, Ark., has established a similar business at Jackson, Miss., under the style of Southern Brokerage Company.

Brennan & Carden of Chicago have sent to the trade an unusually clever presentation of their methods of affording service to shippers in the matter of handling consignments.

G. R. Forrester, formerly manager of the Pilliod Milling Company of Swanton, Mich., has been engaged as manager of the grain department of J. E. Bartlett Company of Jackson, Mich.

Tom Berryman has taken a position with the Rogers Grain Company of Chicago, with headquarters at Charles City, Iowa. He will represent them in northeastern Iowa and Minnesota.

The Simonds-Shields Grain Company of Kansas City, Mo., has increased its capital stock from \$100,000 to \$250,000. The added money will be used to increase the firm's grain elevator capacity.

The Annan-Burg Grain & Milling Company has been incorporated at St. Louis, Mo., with a capital stock of \$50,000, fully paid. The incorporators are Henry Burg, Roger P. Annan, Sr., Roger P. Annan, Jr., and Jos. H. Albright.

Julius H. Barnes, a leading grain man of Duluth, Minn., was recently presented with a handsome silver loving cup by members of the Duluth Boat Club for his efforts in fostering an interest in all nautical sports in that city.

Walter A. Fourman & Co., have been organized to engage in the grain business at Columbus, Ohio. The firm is composed of Mr. Fourman, who formerly conducted a feed mill at Goes Station, Ohio, and B. C. Winnett of Charleroi, Pa.

J. E. Bartlett Company of Jackson, Mich., has just installed machinery to manufacture mixed dairy feeds and poultry feeds. They will be known as the Michigan Farmer Brand. The company has also recently purchased the business of Harry J. Blakesley, former cotton seed broker of Little Rock, Ark., and engaged him to take charge of the cotton seed department.

Jim Fones, manager of the cash grain department of E. W. Wagner & Co., of Chicago, will shortly issue what he terms an unusual consignment letter. Mr. Fones believes the average country shipper knows his business and he will make the letter historic in the way of departing from the stereotyped way of instructing the country dealer

how to prevent leaks in his cars. Jim Fones is considered one of the best judges of cash grain in the West, and his letter will be looked forward to with interest.

C. E. Johns, representative of the Rogers Grain Company of Chicago, Ill., with headquarters at St. Peter, Minn., has moved to Sheldon, Iowa, where he can reach, to better advantage, his territory in Iowa, Minnesota and South Dakota.

C. J. Ristvedt of Des Moines, Iowa, is representing Sam Finney, manager for E. Lowitz, Chicago, in the Northwest. Mr. Ristvedt was formerly in the grain business at Paton, Iowa, and is well known in the territory in which he will travel.

Henry Clay Hackney, member of the Chicago Board of Trade, was recently suspended from that organization. He was formerly vice-chairman of the Chicago Stock Exchange and has been identified with Chicago's financial interests for very many years.

Bossemeyer Brothers are one of the late firms to engage in the grain business at Wichita, Kan. The head office of the company is at Superior, Neb., where they have been carrying on a grain business for many years. The Wichita branch is in charge of Paul Bossemeyer.

The new officers of the St. Paul Hay & Grain Board of Trade of St. Paul, Minn., are A. P. Dolenty, president; E. S. Stein, vice-president; Guy Carleton, treasurer. Directors are J. S. Brings, W. F. Chapman, C. C. Gray, A. O. Diesen, D. H. Tierney, Carl Konotatski.

The first car of oats to reach Indianapolis, Ind., was consigned to the Bert A. Boyd Grain Company, July 19, and sold for 47 cents a bushel on track. Had they been in good condition they would have probably sold at the price of old oats, 58 cents, but arrived damp and warm on account of the unusual weather.

F. S. Lewis & Co. started in the grain business at Chicago, Ill., early in August. The firm is composed of Fred S. Lewis, president; T. J. Sullivan, secretary and treasurer. Among the stockholders are C. F. Schneider of Chicago and W. J. Brainard of New York. Officers are in room 50 Board of Trade Building.

The Chicago Board of Trade was among the first to respond to appeals for financial aid to sufferers in the *Eastland* disaster. The committee which secured contributions amounting to about \$14,000, as appointed by President C. H. Canby, was composed of John A. Bunnell, L. Harry Freeman, B. A. Eckhart, Geo. A. Seaverns, E. F. Rosenbaum, Henry J. Paten, Philip W. Seipp, Fred A. Paddleford, H. W. Farnum, Stuart Logan, Julius Schwill, J. A. Edwards, E. W. Bailey, Hiram N. Sager, David H. Harris, E. S. Hunter, H. W. Rogers.

Jed W. Pearson, grain and stock broker of Evansville, Ind., and member of the Chicago Board of Trade, was expelled from the Board in August following his disappearance and the closing of his office some time ago leaving a number of customers' accounts in an unsettled condition. The direct charge, it was reported, was bucket shopping trades. The incident again serves to show the Chicago Board of Trade's determination to maintain standards of honesty, equity, and absolute integrity in transactions among and by its membership.

THOUSANDS of freight cars are being rushed to Minnesota, North Dakota and Montana in anticipation of a record crop. That the railroads are fearful of car shortage is evident and hundreds of cars have been placed at the sidings of cities in the above named states.

IN order to prevent unscrupulous speculation, the Hungarian government has taken the entire new crops of wheat, corn, barley and oats under its protecting wing. It has organized a corporation, to be known as the "War Products' Stock Company" with a capital of 20,000,000 kronen, half of it to be provided by the government while the other half may be subscribed in shares of 10,000 kronen each. The company has the undisputed right to handling the crops, especially their sale,

RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at leading terminal markets in the United States, for the month of July, 1915:

BALTIMORE—Reported by Jas. B. Hessong, secretary of the Chamber of Commerce:

Articles.	1915.	1914.	1915.	1914.
Wheat, bus.....	12,264,473	9,604,958	12,842,634	9,677,607
Corn, bus.....	16,812,817	1,819,424	16,747,976	500,177
Oats, bus.....	16,581,619	2,778,366	16,306,131	714,901
Barley, bus.....	1,542,945	39,370	1,683,554	16,666
Rye, bus.....	4,772,318	1,321,453	5,628,693	1,100,494
Hay, tons.....	30,427	34,372	5,403	5,860
Flour, bbls.....	745,338	863,755	511,707	498,302

BUFFALO—Reported by Fred E. Pond, secretary of the Corn Exchange:

Articles.	1915.	1914.	1915.	1914.
Wheat, bus.....	2,103,729	8,609,266	.....	.....
Corn, bus.....	2,034,066	1,712,550	.....	.....
Oats, bus.....	371,614	961,991	.....	.....
Barley, bus.....	375,779	458,815	.....	.....
Rye, bus.....	8,829	188,702	.....	.....
Flour, bbls.....	842,870	962,700	.....	.....

CHICAGO—Reported by J. C. F. Merrill, secretary of the Board of Trade:

Articles.	1915.	1914.	1915.	1914.
Wheat, bus.....	4,886,000	21,094,000	2,654,000	14,175,000
Corn, bus.....	6,307,000	5,131,000	4,536,000	4,188,000
Oats, bus.....	7,486,000	10,623,000	6,795,000	9,088,000
Barley, bus.....	1,124,000	753,000	313,000	53,000
Rye, bus.....	112,000	144,000	91,000	206,000
Timothy sd., lbs.	752,000	2,410,000	1,205,000	2,592,000
Clover sd., lbs.	48,000	429,000	69,000	381,000
Other gr. sd., lbs.	726,000	767,000	515,000	906,000
Flax sd., bus.....	1,000	24,000	.....	.....
Broom corn, lbs.	802,000	912,000	1,037,000	1,128,000
Hay, tons.....	12,763	15,927	1,805	2,292
Flour, bbls.....	485,000	565,000	454,000	519,000

CINCINNATI—Reported by W. C. Culkins, Supt. of the Chamber of Commerce:

Articles.	1915.	1914.	1915.	1914.
Wheat, bus.....	587,029	961,869	195,333	370,324
Corn, bus.....	577,272	602,830	315,727	439,058
Oats, bus.....	377,566	559,999	375,699	342,274
Barley, bus.....	86,070	4,200	4,700	23
Rye, bus.....	27,547	36,435	1,429	5,173
Timothy sd., lbs.	1,025	4,419	547	3,417
Clover sd., lbs.	605	831	1,426	1,595
Other gr. sd., lbs.	10,067	9,076	6,526	5,126
Flax seed, bus.....	8	36	78	9
Broom corn, lbs.	744	25,440	16,694	27,578
Hay, tons.....	6,211	12,334	5,822	10,606
Flour, bbls.....	107,305	117,098	82,224	74,314

DETROIT—Reported by M. S. Donovan, secretary of the Board of Trade:

Articles.	1915.	1914.	1915.	1914.
Wheat, bus.....	96,000	301,000	66,000	21,000
Corn, bus.....	150,000	139,000	69,000	27,000
Oats, bus.....	341,000	302,000	21,000	25,000
Barley, bus.....	2,000	1,000	.....	.....
Rye, bus.....	5,000	9,000	3,000	1,000
Flour, bbls.....	27,000	42,040	34,000	45,400

DULUTH—Reported by Chas. F. McDonald, secretary of the Board of Trade:

Articles.	1915.	1914.	1915.	1914.
Wheat, bus.....	588,425	3,067,749	982,280	3,745,138
Corn, bus.....	67,619	23,987	175,002	143,950
Oats, bus.....	248,923	241,952	232,209	480,997
Barley, bus.....	351,896	476,281	392,433	566,104
Rye, bus.....	7,973	127,679	8,830	159,855
Flax seed, bus.....	186,542	593,206	.....	208,730

INDIANAPOLIS—Reported by Wm. H. Howard, secretary of the Board of Trade:

Articles.	1915.	1914.	1915.	1914.
Wheat, bus.....	1,015,000	1,812,000	108,000	258,000
Corn, bus.....	1,332,000	881,000	570,000	222,000
Oats, bus.....	231,000	716,000	180,000	140,000
Rye, bus.....	12,000	9,000	.....	.....
Hay, cars.....	96	141	.....	.....

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

Articles.	1915.	1914.	1915.	1914.
Wheat, bus.....	3,665,250	11,257,650	2,385,450	6,212,700
Corn, bus.....	781,250	825,000	948,750	1,113,750
Oats, bus.....	499,800	503,200	475,500	454,500
Barley, bus.....	82,600	15,400	113,400	.....
Rye, bus.....	7,700	3,300	6,600	29,700
Kafir corn, lbs.	205,700	3,300	377,000	9,000
Flax seed, bus.....	.....	7,000	.....	3,000
Broom corn, lbs.	1,160	2,120	8,120	8,080
Hay, tons.....	27,576	34,284	3,336	5,892
Flour, bbls.....	6,750	18,250	131,000	90,250

MINNEAPOLIS—Reported by H. W. Moore, statistician of the Chamber of Commerce:

Articles.	1915.	1914.	1915.	1914.
Wheat, bus.....	4,986,520	4,393,910	1,854,160	2,632,140
Corn, bus.....	527,310	511,580	370,470	508,800
Oats, bus.....	675,860	883,000	840,060	930,220
Barley, bus.....	879,560	943,570	1,044,230	860,110
Rye, bus.....	55,500	111,380	33,300	43,700
Flax seed, bus.....	238,700	232,750	26,360	10,950
Hay, tons.....	1,803	3,540	191	140
Flour, bbls.....	62,409	54,624	1,091,677	1,432,509

NEW ORLEANS—Reported by W. L. Richeson, chief grain inspector and weighmaster of the Board of Trade:

Articles.	1915.	1914.	1915.	1914.
Wheat, bus.....	123,000	2,876,300
Corn, bus.....	636,560	137,510
Oats, bus.....	78,725	13,310

NEW YORK CITY—Reported by statistician of the Produce Exchange:

Articles.	1915.	1914.	1915.	1914.
Wheat, bus.....	1,846,220	.....	1,411,436	5,030,914
Corn, bus.....	506,900	.....	205,552	36,180
Oats, bus.....	2,967,300	.....	2,156,690	211,211
Barley, bus.....	224,700	.....	139,174	35,482
Rye, bus.....	2,500	.....	12,009	76,847
Timothy sd., bags	1,274	.....	300	4,373
Clover seed, bags	.....	.....	68	2,167
Flax seed, bus.....	1,416,600	.....	.....	20,838
Hay, tons.....	31,827	.....	8,137	*24,051
Flour, bbls.....	612,021	.....	300,344	462,666

*Bales.

OMAHA—Reported by F. P. Manchester, secretary of the Omaha Grain Exchange:

Articles.	1915.	1914.	1915.	1914.
Wheat, bus.....	278,400	2,625,600	238,800	1,615,200
Corn, bus.....	1,350,000	1,580,400	1,720,400	2,131,800
Oats, bus.....	469,200	1,215,500	436,500	1,300,500
Barley, bus.....	22,400	9,800	6,000	1,000
Rye, bus.....	16,500	9,900	11,000	33,000

PHILADELPHIA—Reported by A. B. Clemmer, secretary of the Commercial Exchange:

Articles.	1915.	1914.	1915.	1914.
Wheat, bus.....	714,120	3,174,986	1,181,206	2,042,662
Corn, bus.....	81,857	256,773	71,168	.....
Oats, bus.....	304,697	774,870	246,784	9,800
Barley, bus.....	4,000	1,000	.....	.....
Rye, bus.....	1,000	.....	.....	17,999
Timothy sd., bgs	.....	451	.....	.....
Clover seed, bags	678	76	.....	.....
Flax seed, bus.....	1,400	106,400	.....	.....
Hay, tons.....	4,475	5,236	.....	.....
Flour, bbls.....	136,828	127,164	68,558	47,802

ST. LOUIS—Reported by Eugene Smith, secretary of the Merchants' Exchange:

Articles.	1915.	1914.	1915.	1914.
Wheat, bus.....	2,870,128	6,829,367	1,470,180	2,942,840
Corn, bus.....	1,377,950	1,045,750	803,420	924,440
Oats, bus.....	1,316,500	2,122,850	812,670	1,263,790
Barley, bus.....	20,800	84,800	15,870	22,370
Rye, bus.....	14,383	30,000	970	29,230
Hay, tons.....	18,485	18,375	7,635	13,325
Flour, bbls.....	246,330	250,540	266,430	294,700

SAN FRANCISCO—Reported by W. B. Downes, statistician of the Chamber of Commerce:

Articles.	1915.	1914.	1915.	1914.
Wheat, ctls.....	283,265	.....	874	.....
Corn, ctls.....	19,680	.....	27,924	.....
Oats, ctls.....	135,545	.....	105,253	.....
Barley, ctls.....	298,780	.....	150,858	.....
Rye, ctls.....	860	.....	.....	.....
Hay, tons.....	20,841	.....	13,904	.....
Flour, bbls.....	77,551	.....	40,045	.....

TOLEDO—Reported by Archibald Gassaway, secretary of the Produce Exchange:

Articles.	1915.	1914.	1915.	1914.
Wheat, bus.....	561,000	1,186,000	190,200	534,300
Corn, bus.....	232,800	150,000	187,900	65,000
Oats, bus.....	127,700	204,800	96,300	148,300
Barley, bus.....	51,000	.....	50,000	.....
Rye, bus.....	1,000	7,000	2,000	1,000
Alsike, bags.....	142	8	200	.....

CLEVELAND—Reported by M. A. Havens, secretary of the Chamber of Commerce:

Articles.	1915.	1914.	1915.	1914.
Wheat, bus.....	26,015	208,815	75,281	28,320
Corn, bus.....	174,700	84,509	54,822	77,185
Oats, bus.....	301,749	248,697	8,300	72,274
Barley, bus.....	1,250	1,200	.....	4,789
Rye & O. C., bus.	13,576	7,837	.....	24,529
Hay, tons.....	515	2,471	148	185
Flour, bbls.....	52,476	49,196	3,453	16,461

PEORIA—Reported by John R. Lofgren, secretary of the Board of Trade:

Articles.	1915.	1914.	1915.	1914.
Wheat, bus.....	232,200	754,200	188,600	766,433
Corn, bus.....	1,355,450	601,200	622,925	273,800
Oats, bus.....	701,500	1,548,000	801,800	1,504,700
Barley, bus.....	61,600	121,800	35,045	110,282
Rye, bus.....	13,200	19,200	4,800	6,000
Mill feed, tons...	2,315	2,415	13,252	10,523
Seeds, lbs.....	.....	570,000	.....	30,000
Broom corn, lbs.	.....	90,000	.....	.....
Hay, tons.....	1,010	2,150	424	559
Flour, bbls.....	138,000	142,000	142,208	150,518

A REVIEW OF THE GRAIN TRADE

An account of the grain trade which is frankly written from an elevator operator's viewpoint might be suspected of prejudice, but C. B. Piper of Winnipeg, Manitoba, in his "Principles of the Grain Trade in Western Canada" has been so happy in his presentation of the subject that suspicions are allayed, and the result is one of the most readable treatises on the present-day practices in the trade that we have seen:

So far as the "principles" are concerned, the Canadian trade is the same as in this country. Some details of practice, governed by the Dominion Grain Trade Act, are different, but no less interesting on that account. On the whole, the book is as valuable in the United States as it is in Canada to all those interested in the business of handling grain from the farm to the ultimate consumer.

Every phase of the business is taken up separately with enough detail to give a broad and comprehensive idea of its relationship to every other part. Thus transportation covers the carriage of grain from the farm by wagon, with relative costs over good roads and bad, to final destination by rail or water. Equipment, scales, car movement, bills and claims are all touched upon, and similar topics of the water traffic. The Canadian grades differ materially from those of our markets, but the manner of grading is practically the same.

Country and terminal elevators are treated separately, and every condition of business is explained, together with the value of each to the country and to the trade. Charges and costs of operation are gone into quite fully, making comparisons easy with those of this country.

TRADE NOTES

James Spelman, president of John S. Metcalf Company of Chicago, Ill., and Montreal, Quebec, is in South America investigating prospects for grain elevator building.

The Merryfield & Fish Grain Separator Company has commenced work on a new factory at Muscatine, Iowa, in which will be manufactured its grain separators and cleaners.

The Robinson Manufacturing Company of Muncy, Pa., has established an agency for Chicago and Central territory in Room 703, Western Union Building, Chicago, with Richard Goodman in charge.

Lewis Littlepage Holladay and Henry Negstad have associated themselves under the corporate name of Holladay, Negstad & Co., 109 North Dearborn Street, Chicago. They will act as consulting engineers in the field of power plants, utilities and industries.

The Burrell Engineering & Construction Company of Chicago now has a record of 89 contracts for concrete and wood elevators and repair jobs from the first of the year. In spite of this large amount of work the company has invariably completed all contracts on schedule time.

John S. Metcalf Company, Ltd., in addition to its offices in Chicago and Montreal, has an active office at 36 Southamption St., Strand, W. C., England. The company is just completing the plans for a large grain storage plant and a malt house for the Guinness Malting Company and is also unloading grain from vessels at St. Nazaire, France.

We have received a catalog describing the McFell Fire Alarm Systems which follows along the "Safety First" movement in preventing loss to property and life. It provides an efficient means of guarding against fire, and systems can be arranged suitable for all conditions. The manufacturers are McFell Signal Company, located at Halsted and 29th Streets, Chicago.

The frequent rains during the recent Winter wheat harvest have caused an unusual amount of dampness in wheat and this has brought a very large demand for Hess Grain Driers from grain elevators and flour mills. The Hess Warming & Ventilating Company of Chicago, Ill., is filling orders with great promptness, thus relieving the situation considerably.

Geo. J. Noth, manager of the Western office at Chicago for Sprout, Waldron & Co. of Muncy, Pa., writes us that the stork called at his home recently and left an 8½-pound milling engineer and machinery salesman for the "Monarch Line." As heralding the event business had been exceptionally good recently, with everyone seeming to want "Monarch" machinery on unusually short notice.

Frank Bushnell, recently with the Newell Construction Company of Iowa, has taken a position with the Burrell Engineering & Construction Company of Chicago, Ill., and is assigned to the Des Moines, Iowa, office, where he will work with F. C. Burrell, manager of that branch. Mr. Bushnell has had 20 years' experience in construction work and has built very many elevators throughout the West.

The catalogs published by Sprout, Waldron & Co. of Muncy, Pa., last month have been followed by three others, equally as attractively printed and illustrated, and furnishing additional evidence of the modern quality of the "Monarch Line." These catalogs are Section B, No. 115, on Monarch Ball Bearing Sieve Bolters and Reels; Section C, No. 115, on Monarch Grain Cleaning Machinery; Section H, No. 115, on Monarch Power Transmission Appliances. Not only are the catalogs interesting in themselves, but the company has incorporated valuable information, such as yield tables, tables showing the difference between standard gauges of metals, circumference and area of circles, etc. The

company desires every grain dealer and miller to have a copy of these late catalogs for reference, and any firm not on their mailing list will be sent one on request.

There is an unusual number of handsome half-tones illustrating conveying systems in grain elevators, mills and large coal-handling plants in the current number of *Webster Method*. This magazine is published by The Webster Manufacturing Company of Tiffin, Ohio, and always contains worth while information on subjects of interest to the owner or superintendent of grain elevator or flour mill plants.

The Strong-Scott Manufacturing Company of Minneapolis, Minn., carries one of the largest lines of grain elevator machinery in the Northwest. The firm also places emphasis on the fact that it can supply machines and supplies promptly, and backs up these assertions by pointing to a record of a successful business of 25 years' standing. The firm frequently calls attention, in late literature, to a part of the product handled and has just sent out folders on the Western Warehouse Combined Sheller and Cleaner, Western Mill Sheller and Western Class A Combined Sheller and Cleaner. The company's own guarantee goes out with every machine shipped.

A 24-carat pure gold chain will not prove a durable chain. Neither will a pure all-graphite paint prove a durable protective covering. The copper alloy in a 14 or 16-carat chain insures durability. The silica of a silica-graphite paint adds durability and supplies just enough "drag" to prevent too thin a coat. Neither graphite nor silica alone provides so good a pigment as do both combined. Nature's own mixture of silica and graphite—i. e., a natural formation in which the two are intimately attached—has proven itself to be the best form of pigment because, unlike other forms where free silica is a constituent, the silica does not separate itself from the graphite and settle into a hard mass. Silica should be mixed with graphite so that particles of each cling to the other and do not settle when mixed with oil.—From the current issue of *Graphite*, published by Joseph Dixon Crucible Company of Jersey City, N. J.

HOW TO KEEP CONVEYOR BELT RECORDS

A new method of recording the cost of various conveyor belts in operation has been worked out by The B. F. Goodrich Company of Akron, Ohio, in the interest of all belt users.

Ordinarily accurate costs are rather difficult to determine and many of us have not the time to work out an adequate system for making computations. The use of various belts, however, is an important factor and many a dollar can be saved when one knows where to cut down the tonnage cost.

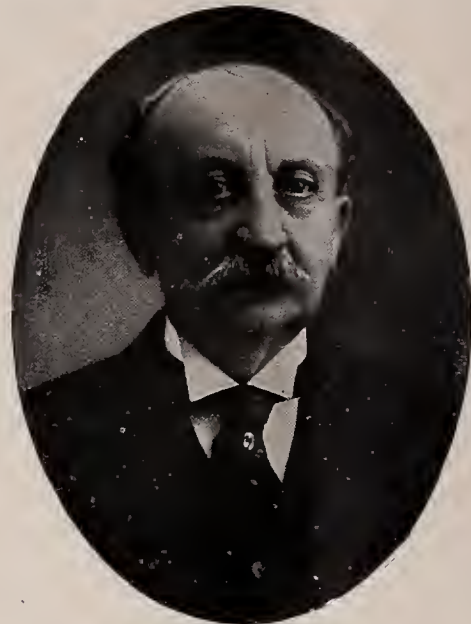
The B. F. Goodrich Company will mail anyone upon request a card that is simple but most efficient. It will help nail up those little openings where profit continually slips out. Forty-six years of experience naturally gives this concern a wealth of material from which to formulate ideas. The development of these ideas, however, is not a secret and their arrangement on the record card is purely a service to the belt user which cannot help but be beneficial.

IT is reported that German interests are negotiating for Roumania's grain crops.

THE state of South Carolina sent 140 youths as "champion" corn growers to represent it at the Universal Corn Exposition held in San Francisco on August 5 and 6. Forty of these boys have records of raising more than 100 bushels of corn per acre.

BECOMES OLDEST TRAVELING SALESMAN

Arthur K. Ingraham, seventy-eight years old and forty-five years a salesman in the employ of the Joseph Dixon Crucible Company of Jersey City, N. J., received a long letter the other day from his friend "Uncle George" Olney in which the latter relinquished his claim to the title of Dean of Traveling Salesmen on account of his retirement over a year ago from active service with the Irving Pitt Manufacturing Company of Brooklyn, N. Y. Mr. Ingraham is two years the junior of his friend "Uncle George," and in a photograph taken two years ago at a convention of the National Association of Stationers he stands erect with a look



ARTHUR K. INGRAHAM

of mental keenness which promises the satisfaction of holding for several years to come his newly acquired honor. Both Mr. Ingraham and Mr. Olney have been connected with very similar trades during their entire combined service of over a century—a decade over for good measure. Mr. and Mrs. Ingraham celebrated their golden wedding anniversary about seven years ago at their home in Mt. Vernon, N. Y.

ROPE FACTS

The use of ropes for transmission and hoisting purposes subjects them to very severe tests. In passing over pulleys the strands of the rope slip upon each other, and the yarns which compose the strands rub against each other. This action causes the rope to be more or less reduced to powder at or near the center, while the exterior remains for a long time unaffected. The result is that, often times, the rope breaks or gives away without any apparent external reason.

The amount of work a rope is capable of doing depends upon several things, says L. D. Crain, of the Colorado Agricultural College. The quality of the fibres of which the rope is composed will, of course, influence the capacity of the rope. The condition of the weather in which it is used, in a measure determines the life of the rope. The principal factor determining the amount of work that a rope will do is the sheaves of pulleys over which it runs.

If the rope shows wear on the outside, but is still good at the center it is quite evident it has been rubbed or "chafed" by the blocks. If the blocks or sheaves are very small the sliding of strand upon strand is increased and rapid deterioration is the immediate consequence.

One company manufacturing rope gives the following data for strength, working load, and diameter of sheaves for 1 inch and 1½ inch rope.

Diameter	1 in.	1½ in.
Ultimate strength	7,100 lb.	9,000 lb.
Working load—		
Rapid	200 lb.	250 lb.
Medium	400 lb.	500 lb.
Slow	1,000 lb.	1,250 lb.
Minimum diameter sheave—		
Rapid	40 in.	45 in.
Medium	12 in.	13 in.
Slow	8 in.	9 in.

NEWS LETTERS

DULUTH

S. J. SCHULTE - - CORRESPONDENT

CONSIDERING the smaller general crops garnered in the Northwest last year, receipts of grain at Duluth are regarded as having made a most favorable showing during the crop year ended July 31 last.

According to the report of the Duluth Board of Trade, receipts of all domestic grains at elevators at the Head of the Lakes during the 12 months aggregated 91,918,568 bushels, as compared with 90,229,435 bushels during the 1913-14 season. Arrivals of Canadian bonded wheat fell off to the extent of 7,858,836 bushels, attributed to the partial crop failure over a wide area of country up there last year.

Wheat receipts were reported at 59,856,241 bushels, against 62,644,720 bushels last year. Corn receipts came to 3,035,987 bushels, against 794,884 bushels last year; oats receipts, 8,304,598 bushels, against 5,794,795 bushels; rye receipts, 4,202,357 bushels, against 1,351,357 bushels; and barley receipts, 11,121,789 bushels, against 10,895,257 bushels a year ago.

Shipments of all grains during the twelve months were reported at 89,894,864 bushels, as compared with 92,511,358 bushels last year.

Stocks of grain in the elevators here at present are the smallest in the history of the trade at this point. The total wheat in store is now less than 150,000 bushels. Oats supplies are just around 35,000 bushels; rye, 1,000 bushels; barley, 45,000 bushels, and flaxseed, 1,482,000 bushels.

Elevator men have taken advantage of the opportunity to proceed with interior improvements and repairs at their plants to take care of the new season's grain rush expected to begin during the last week of this month.

* * *

So far no increase in elevator capacity at Duluth and Superior is forecasted in the near future, but in view of the increased attention being devoted to the development of the new sections of the Northwest states, and the promise of a steadily increased movement of grain this way by reason of adjustments in freight rates, making them more favorable to this point, and expected liberal export inquiry as long as the war lasts and for some time after its conclusion, it is intimated in well-informed quarters that some interesting extensions announcements may be forthcoming within the next few weeks.

It was, for example, reported a year ago that the Consolidated Elevator Company planned to build an additional house of 1,500,000 bushels capacity. The Capitol Elevator Company also had an extension in view and the Great Northern Railroad had under contemplation the extension of its elevator system at Superior by the building of a new 3,500,000-bushel house.

The last named project was held in abeyance owing to the dispute between grain dealers and the Wisconsin Grain Commission over the basis of taxation upon the grain handled and stored at the Superior elevators.

Announcement is made that the long-standing dispute has been settled as a result of a series of conferences between the grain and elevator men and the Wisconsin Grain Commission. The tax-

tion upon the Superior elevators will in future be on the same basis as that prevailing in the state of Minnesota. This is regarded as satisfactory in grain circles, and is expected to lead to extensions and improvements in the chain of elevators at the Superior side of St. Louis Bay.

* * *

With every promise of bumper crops in the Northwest this Fall, congestion at the elevators and railroad terminals is feared during the Winter months. Said an elevator man to the "American Grain Trade" correspondent the other day: "Our information from a chain of houses over the West leads us to look forward to a movement of grain to the Head of the Lakes that will break all past records. With good crops in South Dakota, it is to be expected that Minneapolis millers will draw their main supplies of Spring wheat from that quarter and southern Minnesota, leaving a larger proportion of the western Minnesota, North and South Dakota and Montana crops to find an outlet here."

* * *

What is expected to add to the tight elevator and handling situation here during the early part of the new crop year is that there will doubtless be an effort made to market as large a proportion as possible of the Canadian Northwest wheat crop, now estimated all the way up to 240,000,000 bushels, prior to the close of navigation, and it is considered that in the shuffle wheat quotations on the Winnipeg market may be pushed down to a basis that will cut the export market from under Duluth operators. That condition prevailed three years ago when the Canadian West had a bumper crop, and financial conditions up there made it incumbent upon holders to dispose of it. The delayed Winter wheat movement in the Southwest is also a bearish feature, as it will lead to the marketing of Winter and Spring wheat crops coming on almost simultaneously.

* * *

Grain men at this point are looking forward to a liberal early movement of Durum wheat. Italian export demand is being already met with, and sales of a substantial tonnage were reported during the present week for September delivery. Durum now commands a premium of around 12 cents a bushel over Spring wheat on this market, and it is predicted that the spread will be still further widened as the season goes on. It is conceded that the acreage sown to Durum in the West is much larger this season than last, so with yields placed by experts all the way up to 25 bushels an acre, it is forecasted that last year's record of 19,974,000 bushels of Durum receipts will be substantially increased this Fall and Winter.

* * *

No definite inquiry boat on grain space from Duluth to Buffalo next month has been as yet reported and there is at present uncertainty as to the extent of the tonnage likely to go out from the elevators during the early weeks of the new crop season. An initial rate of 1½ cents a bushel has been set by vessel men.

* * *

R. M. White of the White Grain Company and F. C. Tenney of the Tenney Company have returned from extended crop inspection trips over Minnesota and North Dakota. They each covered approximately 1,400 miles by auto and what they saw leads them to speak with enthusiasm regarding crop prospects in the Northwest. They aver that they did not run across any black rust in wheat and they regard bumper crops as assured. Though the season

is from one week to 10 days late, the wheat harvesting is expected to be general over the West by August 15.

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George G. Barnum, Jr., who is associated with his father, G. G. Barnum, in the grain trade at Duluth, was married on Thursday, July 29, to Miss Hildegard Snyder of St. Paul. Mr. Barnum and his bride are spending their honeymoon at Isle Royale and are not expected home for two or three weeks yet.

KANSAS CITY

B. S. BROWN - - CORRESPONDENT

THE floods and rains which last month were mentioned with caution (proved to be well founded) as "not through yet," continued into August in the Kansas City territory, and so hampered wheat harvest and threshing that a record low level of receipts at the Kansas City market was marked up. The arrivals were 3,665,250 bushels, while 11,257,650 bushels had been received in July, 1914, and previous years usually have produced 5,000,000 to 7,000,000 bushels in that month. Old wheat predominated; quality was not uniformly high, but there was an unexpectedly large amount of milling grades in view of the untoward weather conditions. The receipts were largely from Southern Kansas and Oklahoma; and even from those districts much wheat was diverted to Minneapolis mills. The price made a record, too—but upward, the highest prices being recorded for any July since the quotations have been preserved.

Corn receipts also approached a record for smallness, the figure, 781,250 bushels, being lighter than for any July since 1908, when 589,950 bushels were received. Oats kept pretty well to usual movement, with 499,800 bushels. Around Kansas City territory, some farmers were still planting corn the first week of August—the first chance they had had to get into the fields to plow. Harvesting machinery mired even on the tops of slopes, and unusual devices were used to keep the machines going. Several farmers built large wheels, six feet or more in diameter, on which the machine wheels ran. Others used devices like the caterpillar equipment of army traction cars. Anxiety over the crop outcome kept much grain from the market.

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The mere figures of the movement so far this year had no effect on the optimism of the speakers at the monthly dinner, July 22, at the new Muehlebach Hotel, of the Kansas City Grain Club. This is an organization composed of the heads of Board of Trade firms, and Alfred Hertz, of the Hall-Baker Grain Company, is president. The guests of honor declared that Kansas City will handle a tremendous volume of wheat and other grains this year. The chief guests were James T. Bradshaw, state warehouse commissioner of Missouri; M. C. Fears, chief of the grain inspection department of Missouri, and George B. Ross, chief of the Kansas grain inspection department.

* * *

K. B. Seeds of the office of markets and rural organization, Department of Agriculture, was a visitor on the Board of Trade during July, conferring with grain men and officials of the Missouri and the Kan-

sas inspection departments. He is investigating the methods of marketing grain through country elevators, with particular reference to allegations of overgrading, which is said to cause an unwarranted approach to equality between poor and good grain, and consequent injustice to the better grades.

* * *

B. F. Schwartz of Keusch & Schwartz Company, Chicago, bought the membership of W. W. Cowen, now of Fairhaven, Mass., and has been elected to membership in the Board of Trade. The price was \$5,250, including the transfer fee.

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Tracy L. Cockle, formerly of the Cockle-Whitmore Grain Company, now in liquidation, is now connected with the Aylesworth-Neal-Tomlin Grain Company.

* * *

H. D. Hayward, for the past two years connected with the Moore-Lawless Grain Company, and for twenty-two years a member of the Kansas City Board of Trade, died July 27 as a result of a stroke of apoplexy suffered on the Exchange floor that afternoon. He was apparently in good health to the moment of the stroke. He had suffered a light attack five years before. Mr. Hayward was born in Bellevue, Ohio, fifty-four years ago. He went to Valley Falls, Kan., in the 80's, coming to Kansas City in 1889. In 1893 he and a cousin, F. G. Hayward, formed the Hayward Grain Company, which was dissolved in 1905. Mr. Hayward then became a cash buyer for the Hall-Baker Grain Company, and went with the Moore-Lawless Company in 1913. He is survived by a widow and two sons. The sons, Orrin and Bert M., are employed at the Board of Trade. The Board adopted resolutions on his death. Mr. Hayward's membership was transferred to his son, Orrin, employed by the Moore-Lawless Company.

* * *

B. C. Christopher & Co., are now represented on the Board of Trade with six memberships, the latest acquired being that previously held by F. J. Lingham of Lockport, N. Y., sold for \$5,250, including the transfer fee of \$500. This membership for the Christopher company will be carried by W. H. Burns, formerly with the Terminal Elevators.

* * *

The Hodgson-Davis Grain Company has succeeded in Kansas City two firms, the Missouri Grain Company and the Davis Commission Company. The members of the new concern are H. H. Hodgson, for many years manager of the Missouri Grain Company, established in 1902, and owned largely by Iowans, which for some time operated the Wabash elevator; and C. K. Davis was the head of the Davis Commission Company.

* * *

The Transportation Committee of the Kansas City Hay Dealers' Association has made informal complaint to the Public Service Commission of Missouri, that the Kansas City market is discriminated against by railroads that refuse to grant market in transit privileges. Several of the railroads have made informal response that they should not be compelled to grant such privileges. One of their arguments is that Kansas City already has the alleged important privilege of proportional rates. The hay men are willing to surrender the proportional rates if they can get the transit privilege. The purpose of the association is to get the rates by which they can build up at Kansas City a storage business by which the market can be given stability in times both of very large receipts and of very high prices. They cite Texarkana, Shreveport, Pine Bluff, Denver and Little Rock as cities having market transit privileges. They ask for market transit privileges with six months' storage and the application of through rates, for hay from all points to all points.

* * *

Farmers and shippers in Kansas cannot compel warehousemen to bond their warehouses for more than \$50,000, regardless of the value of grains stored. This question was submitted by George B. Ross, state grain inspector, to Attorney General Brewster as a result of numerous inquiries. Mr.

Brewster announced that only one bond was required for all the warehouses owned by one man in any county, and that this bond need not exceed \$50,000. The attorney general also gave a ruling that the inspector need maintain weighmasters and inspectors only at warehouses where fees would pay expenses.

* * *

The Kansas State Charter Board has granted permission to the W. D. Vincent Grain Company of Clay Center to decrease its capitalization from \$15,000 to \$10,000, and the Derby Grain Company at Sabetha to increase its capital stock from \$50,000 to \$60,000.

PHILADELPHIA

E. R. SIEWERS - CORRESPONDENT

CAPTAIN JOHN O. FOERING, the chief grain inspector of the Commercial Exchange, celebrated his 72nd birthday anniversary on Tuesday, August 10, rounding out a full 30 years' activity devoted to the extensive grain business in this city and port. It can be said without the least fear of contradiction, that he stands today second to none in his professional ability and experience, and would be an exceedingly difficult man to replace. The receipts of all manner of grain, arriving here during his supervision of affairs, in a specific amount show no less than 550,760,299 bushels, with the exports footing up to 386,383,323 bushels, the combined score totaling almost a billion bushels of grain.

While the captain is still as active as a cricket, and goes about his business at a high speed rate, the directors of the exchange and the official grain committee have recently placed at his disposal to still further expedite transactions in the general inspection department an automobile of the latest type, now a very necessary adjunct to his department.

* * *

Albert J. Emmons received the first carload of new oats from Indiana, and it sized 37 pounds to the bushel.

* * *

Commercial and maritime circles here have been greatly encouraged by the new ruling of the Interstate Commerce Commission, which holds up various charges in lightering as well as terminal rates and allowances at New York which have for a long time given that port undue advantage over Philadelphia.

* * *

Since the alfalfa feeds have come into the market in this section, the sales of bran and other wheat mill feeds have fallen off nearly 50 per cent.

* * *

Secretary Clemmer of the Commercial Exchange represented that organization at the trades bodies and business men's delegation which strongly urged the erection of a commodious national convention hall, and called upon Senator Penrose to boost the undertaking.

* * *

Edward S. Sherer, who died on July 30 at Allentown, Pa., 47 years old, was extensively engaged in the grain and hay trade, and had been connected with the Commercial Exchange since 1908.

* * *

The recent rainstorms and cloudbursts throughout the agricultural centers of Pennsylvania have destroyed hundreds of thousands of dollars' worth of the crops. The oats, corn and hay yields in many of the growing districts are almost ruined, and wheat has been badly damaged.

* * *

The Atlantic Deeper Inland Waterway Commission, which made a trip one day during the month along the Delaware River on the steamer *Sylvan Dell*, had among its guests President Louis G. Graff, Secretary Ambrose B. Clemmer, and Direc-

tors Horace Kolb, E. H. Price, W. S. Woodward and Treasurer Joseph W. Beatty.

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Just at present trade is very dull, and export grain is not going abroad very extensively.

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Old hay is nearly out of the market, and the new product is not in very fit condition, with the small lots arriving only bringing nominal prices.

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J. T. Stow, representing several of the largest grain reservoirs in London, England, was here recently looking up the possibilities of large war orders for oats and grain on early shipment.

* * *

Frank Richards, the West Philadelphia grain and feed man, is doing the Vermont Summer resorts and Watson W. Walton the hay, grain and feed receiver of North American street, is trying out the golf links in New England, and taking in the sea breezes along the coast of Maine.

TOLEDO

E. F. BAKER - CORRESPONDENT

OHIO farmers are glum and Ohio grain dealers while not so glum are a long way from being the cheery optimistic fellows they were a few weeks ago. The days and weeks of rain are the cause of the unhappy condition. Much of the wheat which in many instances was the finest ever raised in this section has been practically destroyed and the same is true of the oats, by the heavy rains which begun within a week of cutting time and in some instances while the grain was in the fields waiting to be put under cover.

The official estimate for August 1, issued by the State Board of Agriculture, predicted the wheat and oats crops would reach 11 per cent above an average, but recent bulletins tell a sorry tale. "Fifty per cent of the wheat crop is still in the shock and sprouting badly," reads one bulletin. "Oats are down, with the ground too soft to permit machinery for cutting. Much of the hay is yet to be cut and what is cut can't be cured," reads another report. These reports are typical. The present official prediction is hay, 82 per cent of an average; timothy 90 per cent. What wheat has been saved is of an exceptional quality and it is probable that the wheat saved will be heavier than is now believed. Northwestern Ohio raised the biggest and finest crop of wheat in history. Wheat averages from 50 to 60 bushels to the acre in many instances.

The cash demand for wheat is good and inquiries for cash wheat are extremely numerous. This is believed to be due partially to the export demand and partially because stocks are small in every line. The wet weather which has been so bad for oats and wheat and hay has been good for the corn, and a fine crop is predicted.

* * *

Walter Stone, secretary and manager of the Toledo branch of the Churchill Grain & Seed Company, recently entertained Leroy S. Churchill of Buffalo, president of the company. Mr. Churchill was returning East after visiting in Rushville, Ind., and in an interview said: "Crops never looked better through Indiana, but we will have much damage to wheat and oats on account of the continued rain. They have cut much of their wheat through central Indiana, but the wet weather has interfered with the threshing." This interview was given early in July which proves that Mr. Churchill is something of a prophet.

* * *

The wife of R. D. Wendt, assistant secretary of the Toledo Produce Exchange, died Monday as the result of a long-drawn-out illness extending over several years. The funeral will take place Thursday. The Produce Exchange and the Inspection Department both sent handsome floral pieces. Mr.

Wendt has the sympathy of every grain dealer in the city, with whom he is a general favorite.

* * *

The Montpelier Elevator Company has been sold to the Poast & Dawson Hay and Grain Company of Bryan, Ohio. Montpelier is in the center of Williams County, and a very desirable location.

* * *

The Standard Elevator and Warehouse Company was recently incorporated with \$10,000 capital. It is a subsidiary company of the Toledo Oil and Seed Company, and will provide elevator and warehouse facilities for that company.

* * *

The Farmers' Second Co-operative Elevator Company has been organized at Fremont with a capital of \$40,000 and the plant of the Fremont Elevator Company has been taken over by the new concern.

* * *

The Paddock Hodge Company celebrated the last day of July by loading a shipment of 40,000 bushels of new red wheat for Montreal, using the freighter *Westerian*. This was the first shipment of the season.

* * *

The Ohio Legislature has now abrogated the Agricultural Commission, and thereby legislated out of office the Hon. A. P. Sandles, of Putnam County. Political gossip has Mr. Sandles as a possible primary candidate in 1916 for governor.

* * *

The Northwestern Ohio Grain Dealers' Association met at the Boody House recently, with only 20 members present. There was but little business transacted, although matters of interest to the organization were talked over to some length by those present. Owing to the small attendance, however, nothing of importance was determined upon. T. P. Riddle, who has been acting as secretary of the organization, indicated his willingness to continue in that work if he was wanted. Mayor Monroe, of Archbold, Ohio, presided over the meeting, and secured some notoriety by taking an airship flight.

CINCINNATI

K. C. GRAIN - - CORRESPONDENT

THE effect of the enormous export demand for wheat, coupled with the fact that the crop now being harvested promises to be one of the largest which the country has ever experienced, has been felt very emphatically in Cincinnati, where for some time past the Inspection and Weighing Bureau of the Chamber of Commerce has found its facilities taxed by the volume of business before it. One day recently 163 cars of wheat were inspected, breaking the local record, which stood at 100 cars in one day up to that time, while 720 cars in a week is the very respectable figure reported as a maximum for that period so far. Most of the grain now coming through here is destined for the Eastern seaboard terminals, undoubtedly for the export trade, and the grain men and the inspection bureau anticipate still busier times when the crop really gets under way and begins to move in its true majestic volume.

* * *

The report of the activities of the Cincinnati Chamber of Commerce for the first six months of 1915, recently compiled and made public, shows convincingly the large part in its work which is played by the Hay and Grain Exchange on the one hand and by the commodities handled by the Exchange on the other. For instance, the inspection department reports handling 7,276 cars of grain inbound and 3,372 outbound, 3,929 cars of hay inbound, 2,521 cars of hay in bales and 4,710 barrels of flour; while the weighing department handled 20,721 cars, of which 1,958 were leaking and 88 showing discrepancies. The Exchange proper has increased in membership and in activity, and with the increasing

efficiency of the traffic department of the Chamber is benefiting more and more from the co-operative work of the city's big commercial body, now numbering nearly 3,000 members and representing accurately the whole business life of the city.

* * *

The extension of the time for entering the Hamilton County corn prize contest to August 15 gave many more farmers the opportunity to get in, and present indications are that Cincinnati's environs will make as good a showing in the big cereal contest as any of the rural districts. The only requirements were that the applicants register with the Chamber of Commerce and have planted five acres or more of corn in one or adjacent fields. The farms will be visited some time before November 15 by a committee of three, in order to see that this and other requirements in submitting samples are complied with. The prize, as heretofore announced, is a trip to Columbus to attend Farmers' Week in January and February, and one farmer in each township can win it.

* * *

The B. H. Wess Coal & Grain Company's plant in Winton Place, a Cincinnati suburb, was entered by burglars one night recently and the big steel safe, with stone reinforcement eight inches thick, was blown open by nitro-glycerine. However, the yeggmen, who were evidently highly skilled in their delicate work, had their trouble for their pains, inasmuch as they secured only a few dollars, according to officers of the company.

* * *

Howard Barnett and his wife represented the Hay and Grain Exchange very acceptably at the big Chamber of Commerce dinner held recently at the Zoo Clubhouse, and attended by nearly 500 persons. Mr. Barnett rendered a tenor solo, accompanied by Mrs. Barnett, thus fulfilling the requirement exacted of every organization connected with the Chamber, that it furnish some entertainment stunt for the amusement of the diners.

* * *

A prize seed wheat show, the first of the sort held in Butler County, was successfully pulled off at Hamilton, Ohio, on July 31, and prizes were awarded to a number of youngsters who exhibited some excellent seed wheat. There were about 60 samples displayed, which were judged by Prof. W. E. Hanger, specialist in farm crops from the Ohio College of Agriculture. There were 28 cash prizes. A lecture delivered by Prof. Hanger on "The Selection of Seed Wheat and the Improvement of the Wheat Crop" was closely attended by the crowd, which was considerable, indicating great interest in the subject on the part of the farmers. The contest was the first of four which will be conducted by the Hamilton Chamber of Commerce for the purpose of developing a better grade of seed wheat for the county, experts having declared that the average yield can be increased at least 10 bushels to the acre by the use of selected seed, such as it is hoped will be developed by means of these contests.

* * *

Contributions of wheat in considerable quantities have been received in Dayton, Ohio, from farmers in that vicinity as the result of an appeal for aid for the non-combatant war sufferers in Europe. Cash, of course, was also welcome, but wheat is just as good as cash these days, especially for the purpose for which it was desired in this instance and the farmers responded liberally.

* * *

The Rosegrain Grain Co., has been incorporated at Rosewood, Ohio, with a capital stock of \$20,000, and will handle a general grain business. Those interested include George E. Stephenson, Minnie L. Stephenson, G. W. Weimer, Peter Weimer and S. A. Weimer.

* * *

A rather remarkable state of affairs is reported from some points in northern Ohio, notably at Sandusky, as a result of the fact that there is now no duty on foreign grain. It is stated that Canadian farmers have found it possible to get 10 to 15 cents a bushel more for corn on this side of the line than at home, and they have, in consequence, marketed

some thousands of bushels of the cereal in Sandusky. Gallagher Bros. of that city report an active trade with farmers from Pelee Island, who bring their corn over on boats and dispose of it in the United States; and there is no doubt but what a similar movement, on a larger scale, is going on elsewhere.

INDIANAPOLIS

F. J. MILLER - - CORRESPONDENT

DESPITE heavy rains, which in some sections have reached the stage of cloudbursts, Indiana wheat is coming along plentifully. It must be admitted, however, that the dampness is having a deteriorating effect on the grain, with the result that producers for the time being are getting a low price. The volume received during the first two weeks of August was very large, for the wheat simply has to be moved.

From all over the state have come reports of farmers threshing on Sunday, while elevators have remained open on the seventh day, if that day happened to be sunny. Oats also are beginning to come in well, but also show the bad effects of the wet weather.

H. J. Stevens, Marion County agricultural agent, says that the corn in this vicinity should average 70 to 80 bushels to the acre, which is better than has been done for many years. The last two weeks, however, have been the critical period and their effect is not fully determined.

* * *

Edwin K. Sheppard, of Indianapolis, as trustee in bankruptcy of the estate of Paul Van Leunen, has filed suit in the United States District Court at Cincinnati against Mr. Van Leunen and wife, Mrs. Doris Van Leunen, for the recovery of property at Mt. Washington, near Cincinnati, title to which is said to be held by Mrs. Van Leunen. Paul Van Leunen came to Indianapolis from Cincinnati a few months ago and went into the grain business in the Board of Trade Building. He recently went into voluntary bankruptcy.

* * *

E. L. Donahue has been elected a member of the Governing Committee of the Indianapolis Board of Trade to fill the vacancy caused by the election of Dr. James H. Taylor as vice-president, a position which carries with it a membership on the Governing Committee.

* * *

A further sign of the interest which grain men are taking in the upbuilding of the national defenses, to which their attention has been called by many present conditions affecting their own business, was shown in the action of the Board of Trade in supporting the movement for a new armory in Indianapolis. Several members of the board have taken a leading part in this action seeking to build up the Indiana National Guard.

* * *

The Indiana State Board of Agriculture recently threshed what it regards as the banner yield of wheat for the year. It obtained 994 bushels from twenty acres, an average of 49.7 bushels to the acre. It was all sold from the machine at the market price of \$1.07. The wheat was grown on a tract on the state fair grounds, which formerly was considered worthless, as it was covered with boulders.

* * *

Indiana grain men are very pleased at the decision of the Interstate Commerce Commission to cancel a proposed big increase in grain rates. The suggested rate would have affected grain milled in transit at points between East St. Louis, Indianapolis, Louisville and Cincinnati, applicable from East St. Louis via Louisville, Indianapolis and Cincinnati to points in Southeastern territory. The matter was brought before the Commission nearly six months ago on complaint of the Lawrenceburg

(Ind.), Roller Mills Company. This company bought wheat at East St. Louis or other points in southern Illinois or Indiana, milled it into flour at Lawrenceburg and shipped it to points in the Southeast at the through rate plus the milling charge. The new rate proposed a penalty for this which it was claimed would work a hardship on many Indiana millers. Because of the close margins now ruling on Indiana flour, the rate would have had an important and harmful effect on the grain and milling trade of Indiana.

* * *

The first car of new crop oats to reach Indianapolis was received by the Bert Boyd Grain Company of the Board of Trade Building and sold at 47 cents a bushel on the track here. Had they been in good condition, they would doubtless have sold at the price of old crop white oats, about 58 cents, but dampness and heat injured the shipment. Mr. Boyd has recently made a tour of Indiana and southern Illinois and reports an unprecedented prevalence of wild lettuce in the oats. In some districts it was so bad that the fields had to be cut, especially where there was so much wild lettuce that it hid the oats from view.

* * *

Co-operation among American exporters for the handling of foreign trade was advocated by J. H. Genung, of the American Hominy Company, when he appeared before the Federal Trade Commission at its hearing in Indianapolis. Mr. Genung voiced the opinion of many men in his own and allied grain lines that the American business man is at a disadvantage in foreign markets because such combinations as are proposed are regarded as in violation of the anti-trust law.

BUFFALO

ELMER M. HILL * CORRESPONDENT

GRAIN receipts at the port of Buffalo during the past month have been light, but records of the Western Elevating Association for the period show they compare favorably with the corresponding season of last year and the total for the year to date is slightly in advance of the movement of the year 1914 to date. Vesselmen declare there is little demand for grain tonnage and the stocks of grain at the Duluth-Superior harbors will cut little figure in the tonnage situation during the next five or six weeks. Last month one cargo of grain was loaded at Buffalo to unload at Port Colborne, Ont. This was caused by a slight shortage of a certain grade of grain at one of the big Canadian milling establishments at the lower Ontario Province lake port. A number of grain carriers are being held at the breakwater, not having turned a wheel this year owing to the scarcity of cargoes and the low rates.

Business over the Erie Canal has been poor, but slightly better than last season, which was the poorest in the history of this New York State inland waterway between Buffalo and Albany.

* * *

Despite the action of the Board of Aldermen and the Councilmen in approving the resolution for purchasing the islands off the foot of Main Street and the old half-demolished grain elevator standing thereon, Mayor Louis P. Fuhrmann vetoed the matter when it came up before him for his approval and the matter of the sale of this property to the city has been dropped. It was planned to have the city buy the property and dredge out the islands for a turning basin, which is greatly needed to remove the congestion in the inner harbor off the foot of Main Street. The owners of the property now propose to connect the islands with the mainland and develop them with modern concrete docks and the erection of either a grain elevator or package freight storage facilities. The site is ideal, but the erection of wharves along the shores

of the islands will cause such a congestion in the harbor at this point that marine men say it will be a great detriment to the port. No definite plans, however, have yet been made by the owners.

* * *

Five big steel grain storage tanks each with a capacity for 100,000 bushels of grain will be erected on a plot of ground on the Buffalo River adjoining the Export Elevator by the Clover Leaf Milling Company, according to an announcement made by President Fraser. The steel for the tanks will be moved to Buffalo from Chicago, where they were used as part of the grain storage facilities of a mill in that city. The tanks will be ready to receive grain by the middle of October.

A German pneumatic system will be installed for elevating the grain from vessels. This is said to be the first time this system has been put to practical use along the Great Lakes and only a few such systems are in use in this country. By using the German pneumatic system this will obviate the necessity of sending grain scoopers into the hold of the ship.

With the completion of these steel storage tanks the Clover Leaf Milling Company will not have to depend upon other houses for the elevating and handling of its grain brought down the lakes from other ports. At the present time the grain for use at the Clover Leaf Mill is being handled through the Monarch, Evans and Wheeler Elevators.

* * *

Grain men in the Chamber of Commerce, members of the Buffalo Corn Exchange, have received word from New York that a new form of contract for use by grain exporters, which will put the business on strictly a cash basis, limit the liability of shippers and provide for contingencies arising from the present war in Europe or future wars in which the United States may become involved, has been drawn up by the executive committee of the North American Export Grain Association. The new contract will soon be submitted to the members and it is confidently expected that American and Canadian exporters of grain will begin to put the contract into effect before September 1. Buffalo grain men who have handled some grain for export declare themselves to be enthusiastically in favor of the contract, for they believe it will be a great benefit to the trade in general.

* * *

The congestion at the north entrance to the Buffalo inner harbor is soon to be removed. The Lackawanna Railroad Company, which for years has been loading coal carriers at the trestle at this point, has filed plans with the War Department at Washington calling for the construction of a berth to the north of the pier in the so-called Erie Basin. This will remove the necessity of having boats lie in the main entrance channel to take on cargoes.

* * *

With the approach of Fall and the first election under the new commission form of government, the grain men are taking an active interest in the selection of men on the new commission who have not been members of the office-holding gang that has been representing the people for years. Several names have been mentioned as prospective members of the new commission and one whose name has been used in connection with the nominations this Fall is Henry G. Anderson, one of the best known grain men in the city and for years president of the West Side Business Men's Association, one of the strongest and most influential associations of business men in this part of the state. The contest promises to be keen and the grain men and other members of the Chamber of Commerce will cut no little figure in the results. Herbert A. Meldrum, president of the Chamber, is also a strong candidate for membership on the new Board.

* * *

Unless the weather man having supervision over western New York, Pennsylvania and northeastern Ohio puts the damper on the water can and stops the rain, the farmers will suffer heavy losses on the grain crops. The cloudburst and torrential rain which broke over this part of the country on

August 9 last did damage estimated by the Farm Bureau of the Chamber of Commerce at \$7,000,000 to crops within 100 miles of Buffalo. In many places the crops were washed out entirely and in the vicinity of Erie, Pa., which appeared to be the center of the storm, more than two score persons were killed and the streets in the downtown business district of Erie were under six feet of water.

* * *

Within the last month the Buffalo Dry Dock Company has cut two boats in half to allow them to pass through the Canadian Welland Canal between Lakes Erie and Ontario. The boats will be joined together again at Montreal and will be placed in commission in the Atlantic Coast trade out of that port. They have been sold by the Erie Railroad to other parties because of the decision of the Interstate Commerce Commission prohibiting railroads to own or control vessel lines upon the lakes. In former years these boats have been engaged in the lake grain trade.

* * *

Plans are being made by the owners of the Monarch Elevator on the Erie Basin at Buffalo for the construction of a 250,000-bushel reinforced concrete and steel addition to its structure. Work on the new structure will not be started until after a survey of the property has been made, which will take probably five or six months.

It was pointed out by Howard Smith of the Western Elevating Association, one of the owners of the structure, that no accurate survey of the property has been made in more than fifty years. The original Holland Land Company, owned the land and no markers nor monuments were ever erected on the lot lines on harbor lands in this vicinity, and it is with great difficulty that records and old time-worn documents can be looked up and the title made secure before the structure is started.

Probably there is no better location in the harbor for a grain elevator to handle export grain than the site of the Monarch Elevator. It adjoins the old Erie Basin, which is being improved by the state for the eastern terminal of the New York State Barge Canal, and an expenditure of more than \$800,000 is being planned at this point alone.

A modern elevator on this site could unload grain from lake vessels direct onto canal boats for transshipment to Albany and New York City or other eastern points. The Monarch Elevator is one of the oldest elevators in the harbor that continues in active operation every day during the navigation season.

MILWAUKEE

C. O. SKINROOD - CORRESPONDENT

MILWAUKEE grain men reflect the gloom over the backward crop conditions, and especially the large amount of grain that has been lodged in Wisconsin and adjoining states as a result of the recent bad storms.

"The crop advices that we have received indicate that at the very best there is going to be a great deal of grain of poor quality this year," said a prominent grain trader here. "The country would have harvested an enormous crop of grain but for the recent bad crop conditions just when the grain should be cut. Probably three-fourths of the oats was still uncut when the wind storms and extensive rains flattened the fields so that the grain will not fill and it will be hard to pick up.

"Even the grain that had been harvested will be badly soaked up by all the rains and the quality will be deteriorated. This applies equally to the barley and rye crops which have suffered more because the rain came precisely at the most dangerous time.

"The corn crop outlook is certainly not bright as long as the wet, cold weather continues. Corn

ought to be earing out now, but the fields are still far from this stage of development.

"When the new crop of grain does come in, Milwaukee should hold her own with former years and perhaps make big gains in trading such as have characterized the business here for several years. This is a growing market and 1915 will be no exception to the rule."

Preparatory to the big grain marketing season which is about to open here, Milwaukee grain men have issued a list of advantages of the local grain mart which is being sent to the shippers of the West. Some of these suggestions are as follows:

The shippers of the Middle West should recognize that business is increasing yearly here. They should recognize that this is the largest consuming malting center in the world. Barley should be sent to Milwaukee marked direct instead of being consigned to intermediate points from whence re-shipments are necessary which means more handling and more expense. It will have to come to this market ultimately, so that economy dictates the shipments of barley direct to the great consuming center for this class of grain.

Milwaukee is the second largest oats market of the country and is rapidly forging ahead in its trade, the increase in the last twelve months being the largest on record. Corn business has increased enormously. Milwaukee rye is sought everywhere. Millers and shippers here also buy wheat liberally.

Elevator and warehouse facilities are adequate to handle all grain offered and storage rates are lower than other markets. The new Northwestern Elevator will add 2,000,000 bushels to the grain capacity here. The inspection and grading is in the hands of the Chamber of Commerce, and an appeal can be taken at any time if the returns are not satisfactory to the shipper. The weighing of grain is also done by the Chamber, insuring its accuracy. The Milwaukee grain prices are as high as elsewhere and frequently higher. Railroad facilities for switching and unloading grain at terminals is excellent and there are no switching charges. Shippers are thus advised of a great many advantages in routing their grain to Milwaukee.

* * *

Prof. R. A. Moore, who is closely conversant with crop conditions in the Badger State, says that Wisconsin will have a very large crop of grain despite the fact that fields were blown down badly in the recent storms. He asserts that most of the grain was well filled before it was blown down, so that if a little care is used in harvesting and the grain picked up the yield will be more than satisfactory. He says the crop will merely require a little more labor to save it. He adds that since most of the Wisconsin grain is marketed by feeding it to animals, nothing will be lost even if the grain is discolored, as it is bound to be because of the rain on shocks and rain on unharvested grain.

* * *

Receipts of new hay at the Milwaukee market are increasing and the prices have declined 50 cents to \$1 a ton. Buyers are unwilling to pay much of a premium on the old hay. Much of the new hay arriving is heating to some extent. The timothy hay which will bring \$16 a ton must be bright, clean and sweet. Both rye and oat straw are in rather brisk demand in the Milwaukee trade.

* * *

Many of the big Milwaukee grain firms are overhauling their facilities so that they will be in full working order before the big grain season opens. The Donahue-Stratton Company has practically completed the process of repairing Elevator "A." Fagg & Taylor not long ago completed the improvements at Elevator "E" and the installation of some new equipment.

* * *

Samples of excellent grain have come to the Milwaukee Chamber from various parts of the Northwest, indicating that the stories of expected high yields have not been overdrawn.

* * *

The E. G. Hadden Grain Company, one of the old and well-known grain firms of the city, has increased its capital stock from \$100,000 to \$150,000, of which some \$75,000 will be in preferred stocks bearing a dividend rate of 8 per cent.

* * *

The expansion in the business of the E. P. Bacon Company has necessitated the occupancy of the entire northeast corner of the first floor of the Chamber of Commerce building. W. P. Bishop, one of

the members of this company, has been spending his vacation at Atlantic City and other points of interest in the East.

* * *

Five large pile drivers are at work on the 2,000,000-bushel elevator now being erected for the Chicago & Northwestern Railroad. It will require 8,000 piles for the foundation of this mammoth structure. The building cannot be completed before late in the Fall.

* * *

All Milwaukee shippers will have the advantage of the new Traffic Bureau of the Merchants and Manufacturers' Association if they wish to take part in this service. Traffic expert Arthur Barry has opened a complete rate department and a complete rate file will be maintained by an experienced clerk who has spent much of his time in railroad work. Complaints of over charges and questions of routing and all sorts of traffic matters will be handled by the new department.

* * *

George A. Schroeder, traffic manager of the Milwaukee Chamber of Commerce, declares that it is not necessary for shippers to place any valuation on their bills of lading covering grain shipments. He says that no regulation has been adopted by the Government requiring such valuation except where freight rates are based on the valuation of the goods shipped. He says that shippers should be requested not to place any valuation on their bills of lading hereafter.

* * *

The Milwaukee Chamber of Commerce failed in its complaint to the Interstate Commerce Commission asking to have freight rates reduced from western points to Milwaukee to a lower basis so as to avoid alleged discrimination in favor of the Minneapolis grain trade. Rates on grain and flax from Iowa, Minnesota and the Dakotas were involved. Commissioner Harlan held that the reductions asked by Milwaukee would give local grain men an undue advantage in freights to all Eastern points over those of Duluth, Superior and Minneapolis.

"We were no longer especially concerned about this case," said Mr. Schroeder. "Milwaukee is getting on very well in its grain business at the present freight rates, there being great gains in business from year to year. This decision merely wipes the slate clean and leaves us free to bring in a new complaint after the rates are determined in the so-called western freight cases. If there are any evidences of remaining discrimination at that time a new complaint can be brought to correct all the evils."

* * *

Many of the Milwaukee lake boats have been badly delayed for several days by thick, foggy, rainy weather. The heavy sea brought about by the storms also delayed navigation to a considerable extent.

* * *

The first car of new rye to arrive in the Milwaukee market in the season of 1915 came early in August and was consigned to the Lyman-Joseph Company. The grain as inspected was in fairly good condition, although it was heated to a slight extent. The weight was at the rate of 52 pounds per bushel.

* * *

The August rate of interest has been determined by the finance committee of the Chamber of Commerce at 5 per cent, which is the same as the rate that has prevailed for several months.

* * *

The Transportation Committee of the Milwaukee Chamber has been instructed to bring in a report on the probable effect on lake navigation conditions of the separation of railroads and lake lines according to the Panama Canal Act.

* * *

Prof. D. D. Leith of the Agronomy Department of the University of Wisconsin says that Wisconsin is better adapted to Winter wheat than to Spring varieties. The yield per acre of Winter wheat is fully as good and the quality is practically as good,

he says. He reports that the Egyptian Amber is the best wheat, everything considered. All of the Turkey Red types, in fact, have proved to be good yielders. No beardless Winter wheat has thus far been developed that can be generally recommended. Spring wheat, he says, matures later and is much more inclined to be injured by rust. The Marquis is reported to be excellent milling wheat and it is also the best yielder among many kinds of Spring wheat that were tested.

* * *

A committee has been appointed by the local Chamber to negotiate regarding the grain show to be given in Milwaukee next Winter under the auspices of the Wisconsin Bankers' Association and the College of Agriculture at Madison.

* * *

Receipts of grain at Milwaukee for the first week in August were 52 cars of barley, 115 cars of corn, 81 cars of oats, 22 cars of wheat and 2 cars of rye, making a total of 272 cars against 364 cars the week before and 933 cars a year ago. This indicates the dullness of the general grain trade conditions. Shipments for the same week were 168,000 bushels of oats, 132,000 bushels of corn and 42,000 bushels of barley. These shipments total 343,000 bushels against 419,000 bushels for the preceding week and 882,000 bushels a year ago.

In a single week barley advanced from 4 to 6 cents per bushel, corn 2 to 3 cents, rye 2 to 3 cents, wheat 3 to 15 cents and oats 7 to 10 cents. This indicates a keener demand for grain with rather small receipts on account of the wet weather. More grain could be placed at the Milwaukee market without any difficulty.



BUSINESS has shown improvement on the Merchants' Exchange lately, although the late movement of Winter wheat to market has operated against activity in the cash grain department. Sentiment as to the coming crop year on the exchange is unusually optimistic, as prices of speculative contracts are at attractive levels for trading. Well-informed operators do not expect the unwieldy upward movement like that of last year, which carried values to such a high point, in the face of the big crop movement, that excessive margins on trades made speculators wary in following the market on the bull side. While sentiment as to prices is universally bullish should the war continue throughout the Winter, it is thought that much of the advance in prices will come later in the season when the surplus of American wheat has been worked off. This point seems well taken when it is observed that the movement of Winter wheat to market has been the latest ever known, and unless all signs fail the shipment of Spring and Winter wheat now will be at its height at the same season.

Export houses are looking for increased business in the near future, or as soon as wheat moves to market more freely. It is thought much wheat here has been sold for September and October shipment that has not been announced, as there is little to be gained in giving out the orders, while supplies to fill them are still in the fields waiting to be threshed. Millers also expect the flour business to shortly show decided improvement, as they assert that damage to Winter wheat by excessive moisture has been more than enough to make up for the increased yield indicated in Spring wheat, and that conditions in Europe, with the war unsettled, will mean enormous purchases of American flour to supply the armies in the field.

General business in St. Louis shows decided signs of improvement, and in nearly all lines there is a note of cheerfulness over the outlook. In the South, where this city draws a large trade, the cotton crop promises to be much under last year's record yield,

but this loss in acreage results from farmers planting more grain in the South than ever before, and official estimates indicate that the loss in cotton as regards value will be more than made up in the increased yield of grain, which promises the largest harvest the South has ever produced. Reports of local steel and iron companies, shoe companies and other industries for which St. Louis is noted all indicate that a decided change for the better in the business world is not far away. Investment and financial circles are also favorably influenced by the continued advance of securities on Wall Street and brokers are preparing for increased buying by investors and speculators once the money from the present bountiful crop is placed in circulation.

* * *

The report of the Missouri State Board of Agriculture showed that only 22 per cent of the Missouri wheat crop had been threshed by August 1. The report placed the average yield from the part threshed at 12.6 bushels per acre, compared with the preliminary estimate of 13.2 bushels the month before and 17.1 bushels the estimate on the 1914 yield. The total yield will be further reduced, owing to losses from moisture. The Government estimate

Teale and Allyn Brothers, Mount Ayr, Ia.; Gib Turner, Robert Hall and Grant McCullough, Kellerton, Ia.; W. H. Litlatch and Griffith & Miller, Redding, and H. Powers, Gentry, Mo. The new company will have elevators located at Davis City, Lamont, Kellerton, Mount Ayr, Redding, Ia., and Worth and Gentry, Mo. Its stations are at Grant City, Irma, Delphos, Andover and Blythedale, Mo., and Tuskeega, Ia.

* * *

Shipments of wheat to Kansas from St. Louis were made recently, a condition seldom, if ever, seen at this season. Ralph Pendleton of the Pendleton Grain Company sent out several cars, and other firms made shipments. The excessive rains made the buyers pay big premiums to obtain good supplies.

A TYPICAL NEW ENGLAND PLANT

Massachusetts is a state of rapid contrasts. Its towns end suddenly in meadows, cultivated right up to the last dooryard. To a Westerner, accustomed to towns sprawling out over the prairie, seemingly undecided where to leave off, and sur-



CUNNINGHAM GRAIN COMPANY PLANT, MALDEN, MASS.

on the state's crop was for 34,100,000 bushels, compared with 43,333,000 bushels raised last year.

* * *

James Douglass Parrott, 68 years of age, and a prominent Merchants' Exchange member for 25 years, died suddenly of heart disease on July 28 at his home, 4366 Forest Park Boulevard. Mr. Parrott was born at Raymond, Illinois. His father was well known as a grain merchant throughout Illinois in Civil War days. He left a widow and three children.

* * *

Edward M. Flesch, president of the C. M. Albers Commission Company, was struck in the eye by a grain of corn thrown on the Merchants' Exchange recently, and suffered considerable trouble with it for several days. The incident caused Secretary Eugene Smith to post a notice warning members the rules provide for fine or suspension for such conduct.

* * *

The Stanard-Tilton Milling Company has awarded a contract for the erection of four concrete grain storage tanks to hold 80,000 bushels. The tanks will be 80 feet high and 23 feet in diameter. They will be rushed to completion in time to handle a portion of the new Winter wheat crop.

* * *

The new company formed to take over the business of the Iowa-Missouri Grain Company has effected a consolidation of seven elevators and six stations. The new organization is composed of the following: Rauch Brothers, Lamont, Ia.; W. E. Lee, John Gates and Oscar Judd, Davis City, Ia.; H. H. Wilson, Howard Tedford, Bert Teale, C. A.

ON July 24, the first car of 1915 corn produced in the Rio Grande Valley and possibly in the whole United States was shipped from Mercedes, Texas. The shipment contained about 1,500 bushels of shelled corn and was headed for Waco.

EXPERT ADVICE

Recent cases of interest to the grain trade are reviewed by the legal expert of the *New York Journal of Commerce and Commercial Bulletin*, as follows:

Contract Can Be Renewed Only By Mutual Consent.

Seymour, Conn.—In February I contracted with a wholesale commission house for a car of oats to be shipped in May. The oats were shipped as per agreement, and on arrival I paid the draft and freight, opened the car and found the contents hot and unsaleable. The shippers have taken the car out of town but have not returned my purchase price. The railroad company refunded the freight. The market was three cents per bushel lower when the car arrived than the purchase price and has since dropped about five cents more per bushel. Can the shippers oblige me to take another car in place of the one that was had at the original contract price, or can they oblige me to take a car, if I do not wish it, in place of the one returned?

H. C.

Reply.—One contract cannot be substituted for another without the consent of both parties. A contract to ship sound oats in May cannot be fulfilled by the shipment of such oats in a later month unless the buyer is willing to accept the latter shipment as satisfactory. The moment May has passed, and a proper shipment has not been made, the contract is at an end unless it is renewed by mutual consent.

Collection of Damages from Carriers.

Hamden, N. Y.—We have several separate and distinct claims against a railroad company for damages, delay in transit, overcharges, etc. These shipments traveled over several different roads, and the railroad company to whom we have presented claim is the delivering line.

1. Can we maintain action against the delivering road for damages which occurred on connecting lines over which the freight traveled on the through bill of lading contract?

2. Can we bring action in Justice Court for each claim separately, and would the obtaining of a judgment for one particular claim bar us from taking judgment on any or all the other claims should we find it necessary to bring suit?

C. B.

Reply.—1. Suit, in a case of this kind, may be brought against the delivering road. That road, having paid the damages, may, if the fault were not its own, recover the amount paid as damages from the road that was in fault. This is an entirely equitable and reasonable rule. If goods are carried over several lines, and finally delivered in a damaged condition to the consignee, he has no means of knowing or of learning which of the various carriers caused the damage. The carriers themselves, however, are in no such difficulty. Each carrier knows whether he received the goods in sound condition or not; and a carrier held liable for a former carrier's dereliction may very easily trace the damage to its source, and may collect as part of the settlement that must, in any case, be made from time to time between connecting roads.

2. Suit should be brought on each claim separately unless it is certain that the roads involved are precisely the same in two or more cases.

Extent of a Carrier's Liability.

Port Chester, N. Y.—When a railroad settles for damage or leakage on grain in transit, should it not settle on the basis of the current market and not on the invoiced price of the grain? One railroad has persistently refused to settle on the basis of the current market value, and as this is what we have to pay to replace the grain destroyed, it doesn't seem quite fair. Is there any law covering this point?

J. R.

Reply.—If goods are lost by a carrier and there is no stipulation in the bill of lading to the contrary, the owner of the goods is entitled to receive from the carrier the value of the goods at the time and place at which they should have been delivered. The general principle is this: That one who contracts to do a service for another, and then fails to do it, shall place that other in as favorable a position as he would have occupied if the contract duty had been done. This is the only way in which the burden of the breach of contract can be placed wholly upon the person guilty of the breach, and that is clearly where it belongs. If goods are delivered at the proper time and place the consignee can sell them there and then for what they are worth there and then. This is the amount he loses if the goods are not delivered to him, and it is the amount the carrier must pay him if he has failed to deliver the goods, having

no legal excuse for such failure and no clause in his contract which in any way limits his liability to a smaller sum. This is the rule, as we have said, when there is no stipulation to the contrary in the bill of lading. Generally, however, there is such a stipulation and it is binding upon the shipper who has accepted a bill of lading containing it. The stipulation is usually in this form: "The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property (being the bona fide invoice price, if any, to the consignee, including the freight charges, if prepaid) at the place and time of shipment under this bill of lading, unless a lower value has been represented in writing by the shipper or has been agreed upon or is determined by the classification or tariffs upon which the rate is based, in any of which events such lower value shall be the maximum amount to govern such computation."

Effect of a Guaranty.

New Orleans, La.—I sold some clean rice in double bags to England c. i. f., weights guaranteed to hold out within 1 per cent, the weight of each bag 100 pounds net. Immediately before the rice was shipped same was weighed by a sworn public weigher of this city. The weights held all right upon arrival except in one of the shipments two bags have evidently been torn by the transportation company and were delivered to the buyer in a slack condition weighing about 50 pounds each. In another shipment five bags arrived evidently badly torn, as they only weighed from 35 to 70 pounds each, and the steamship company tendered a sack of sweepings, showing the sacks had been broken by unusually rough handling. When the steamship company at this end receives rice it is most particular that same is in absolutely perfect condition—not even a stain on the bags—otherwise it refuses to give a clean bill of lading. This rice was sold c. i. f. and not delivered, and the shortage was due entirely to sacks being torn and delivered in a slack condition. I claim the buyer has no recourse on me on account of the 1 per cent guaranty in this case any more than he would have if the vessel had sunk in transit or the steamship company had delivered several bags short. Am I right? X. Y. Z.

Reply.—Our correspondent is right. This rice was sold on c. i. f. terms; that is, the seller was enabled to make a good delivery by handing the goods over in proper condition to the carrier. Any question as to proper carriage and delivery arising thereafter is to be settled between the carrier and the consignee. There was no violation of the guaranty in this case. A guaranty that weights will hold out is clearly not a guaranty against any act or negligence on the part of the carrier, especially when, as in this case, the latter is an agent of the buyer. The guaranty is simply that the weight will be right in the beginning and will hold out against shrinkage from any defect inherent in the goods themselves. It is not a guaranty that the bags will be of full weight after an agent of the buyer has partly emptied them.

DEALERS WARNED AGAINST LIMED BARLEY

An investigation recently made by the U. S. Department of Agriculture revealed a practice on the part of certain dealers in California of purchasing smutty barley, treating it with lime and after mixing it with clean barley free from smut selling the mixture as choice brewing barley. The lime conceals the smut so that it cannot be readily detected by the eye, and after the limed smutty barley is mixed with clean barley grain inspectors cannot detect the smut. In consequence they pass the mixture as choice brewing barley.

The addition of the lime to the smutty barley does not remove all the smut, but merely conceals it. A chemical analysis, however, easily detects the addition of the lime and the presence of the smut. The smutty barley is purchased from the farmers at a low price, but after being limed and mixed with clean barley is sold at the price of choice brewing barley. As the addition of the lime costs little, there is considerable profit in this fraudulent practice.

The Department has announced that this practice of liming smutty barley and afterwards mixing it with clean barley conceals inferiority and therefore constitutes an adulteration.

CROP IMPROVEMENT

FROM THE LAND OF THE RISING SUN

The threats of Japan against China have recently brought Manchuria prominently before the public. But there is something of more importance than international squabbles from that Far Eastern country. About five years ago the United States Government imported some seed of koaliang, an early ripening and drought resisting sorghum. This seed, which has now been acclimated, promises to be of great value to this country, for it seems to fill a need that is felt in many sections where the low percentage of rainfall makes most of the grain crops a very uncertain quantity.

The grain is an old one in the Orient and the Manchurians use the leaves for fodder, the stalks for building and basket material, and the seed for food for themselves and their live stock, besides distilling a part for an alcoholic liquor. For a series of years the sorghum has been grown experimentally at Brookings, S. D., by the State Agricultural School. The original seed obtained from Manchuria was a mixture of grain of many different characteristics, but by selective breeding, two distinct types have been evolved, one ripening earlier than the other and one of heavier yield. It is estimated that more than a thousand farms in South Dakota are growing kaoliang, and the results have been gratifying in every case.

ABSTRACTS FROM THE "AGENT"

The fanning mill must become the common tool of every farm and all smut diseases must be fought by the entire neighborhood with formaldehyde and with proper rotations. It is not necessary to have an extensive organization. All that is required is to have several of your well-informed and energetic neighbors join as a Vigilance Committee to see that these three important branches of work are accomplished and that every neighborhood is given a warm invitation and urged to co-operate.

* * *

Nobody can be sure that the seed grain which he has on hand is the best he can get, therefore the seed center movement which is being introduced into every county in the grain belt is gaining popularity on account of the simplicity and efficiency of the plan. At every farmers' gathering it is urged that each man carry with him a small sample of the grain that he intends to plant and compare his sample and the history of the grain with that of his neighbor's. Generally a committee is formed to judge the merits of the grain, and a vote is taken as to the establishment of a best type and arrangements made to turn in all of the other varieties, especially to clear every farm of the mongrel mixtures which are popularly said to be "running out." Seed grain does not "run out," but each lot contains all of the agencies of deterioration, therefore each sample must be thoroughly fanned and graded, removing trash, immature seeds and the seeds of noxious weeds. By proper selection, your seed will never "run out."

* * *

W. E. McCoy, Decatur County: "Held a limestone demonstration meeting June 10 on the farm of F. M. Clark, in a section of the county where the soil is practically all acid. About five acres on the east side of a field on the farm had been limed in the Fall of 1913 before seeding to wheat. The clover and timothy on the limed part will cut not less than two tons to the acre. It is all a uniform stand and as much as 32 inches tall. In part, not limed clover is a good stand in spots and immediately adjoining these spots the grass is very short and yellow in color. Will not cut much more than one ton to the acre. On the west side of the field W. W. Clark top dressed a strip with manure and on this acre there is a fairly good stand of clover, but not as

good or as uniform as when lime was applied. Mr. Clark expects to lime 10 acres this Fall. From the sentiment expressed at the meeting there will be several of the farmers follow Mr. Clark's example. J. C. Beavers of Purdue discussed the liming proposition with the farmers."

* * *

Henry Field says: "In regard to the corn situation, you are absolutely right. There is certain to be a shortage of seed corn in the Winter and next Spring unless the farmers make a determined and concerted effort to save more and better seed.

"I do not think, however, that it will be necessary to go back to old corn for seed. I believe there will be plenty of new corn fit for seed if it is husked early, hung up and thoroughly dried.

"Any of the standard varieties of corn, either early or late, will be certain to get ripe enough to pick and hang up unless we have unusually early frost. I do not think it will be necessary to lose out on the big, heavy yielding varieties of corn. My advice would be for the farmers to stick to the varieties of corn they have found most profitable and heaviest yielding in the past, but by all means to get out in September or not later than the first of October, according to their latitude, pick a plentiful supply for next year's seed and hang it up in a warm, well-ventilated place and allow it to thoroughly dry. There will be no trouble then about seed for next Spring."

* * *

Through the splendid co-operation of the country schools, a systematic survey of the germination condition of corn has been made, with some rather startling results.

The general plan of this work was for the teacher and children to make out a list of every farmer in their district, then, as nearly as possible, five (5) ears of seed corn were to be secured from each farmer. The corn was taken to the schoolhouse and each ear tested, according to the "Rag Doll" method.

On the first test some very cold weather ensued and wherever there was any doubt of results a re-test was made. All of these reports were made out individually and mailed to the office of the County Farm Adviser, and have been tabulated.

The question was raised among some of the teachers as to whether the corn should be all seed corn or some taken from the crib. The idea was to get only seed corn, as we all know that crib corn does not germinate comparatively with properly picked seed corn. This matter was pretty thoroughly checked up, and outside of two or three instances the report shown here is for seed corn only.

It will be noted that the germination of only 75 per cent strong is a rather serious consideration, especially facing dry weather. If this is a true indication of the germinating condition of our seed corn, as I am convinced that it is, it will mean that unless seed corn is pretty thoroughly tested that the farmers of this county will plant, cultivate and harvest over 25 per cent of their corn land without any hope of return.

I would urge every man to make every year at least one "Rag Doll" test of, say, 50 or 60 ears, using five or six kernels from each ear to judge whether or not his corn is in perfect growing condition. There isn't any man living that can pick out every dead ear or weak ear in his seed corn.—Frank H. Demaree, County Agent.

AT the Top Notch Farmers' Club at the Panama-Pacific Exposition the statement was made that 20 per cent of all the tillable land in the United States is being planted to corn every year producing 2,700,000,000 bushels with an estimated value of \$1,900,000,000. In the year of 1914, 105,000,000 acres were planted to corn alone.



ILLINOIS

A grain conveyor has been installed in the plant of Wm. Murray at Seymour, Ill.

A car loader has been installed by H. E. Robberts in his plant at Blandinsville, Ill.

The oats house of the Coyle Elevator Company of Gridley, Ill., is being improved.

Morris & Stone have taken possession of the elevator of W. A. Treat & Co., at Gays, Ill.

Extensive repairs are being made on the elevator of G. L. Barnett located at Barnett, Ill.

Nelson Byrd has purchased and will operate the Willow Hill Elevator at Willow Hill, Ill.

The H. L. Lambert Company of Beaverville, Ill., has equipped its plant with two distributors.

New scales have been purchased by the elevator company operating at Prairie City, Ill., as Bader & Co.

A concrete foundation is being put in under the scales of the Neola Elevator Company at Adeline, Ill.

J. F. Umpleby, of Pana, Ill., succeeds Eck Durdy of Ohlman, Ill., as owner of the elevator at Ohlman.

The Farmers' Grain Company of Watseka, Ill., is interested in the erection of a new ear corn dump.

The Cortland Mill & Elevator Company expects to equip its elevator at Cortland, Ill., with a car loader.

The plant of the Shellabarger Elevator Company at Decatur, Ill., is to be equipped with a new cleaner.

C. Woodyard is building a new 80,000-bushel grain elevator at Mable Station (Ridge Farm P. O.), Ill.

New machinery has been installed in the Farmers' Grain Company's elevator which is located at Esmond, Ill.

James Doyle, and others, have formed at Symerton, Ill., the Farmers' Grain Company with a capital stock of \$10,000.

The elevator of Davis Brothers at Chesterville, Ill., was traded by them for the elevator property of C. A. Ruple at Galton.

An elevator has recently been completed at Elery, Ill., for French Brothers, who also operate elevators at Browns and Golden Gate.

The estate of Hiram Sibley of Sibley, Ill., has made a number of improvements in its plant, including the installation of a Hess Drier.

Preparations are being made by the Hezel Milling Company of East St. Louis, Ill., for the erection of an addition to its elevator to cost about \$15,000.

At Baileyville, Ill., Elmer Veitmeier, Benj. Hesenius and O. A. Oltmaus have organized to conduct a grain and feed business as the Farmers' Grain Company.

An elevator leg and conveyor have been installed by the Windsor Grain Company in its plant at Windsor, Ill. The entire plant is to be operated by electricity.

The property of the Wataga Mill & Electric Light Company at Wataga, Ill., has been purchased by C. F. Whitfield of Marinette, Wis., who will engage in the grain, feed and flour business there.

A 50,000-bushel elevator has been built by the grain firm of Rudy & Co., at Vermillion, Ill., on the site of the plant which was recently torn down. The plant will be operated by a gas engine.

A deal was recently closed whereby the Farmers' Elevator Company of Delavan, Ill., became the owner of the elevator at Wayne Station formerly owned and operated by the Wayne Brothers Grain Company.

Work was completed on the new fireproof elevator at Elliott, Ill., by August 10. It is to be operated by J. S. Cameron. It is equipped with B. S. Constant Conveying Machinery and a 2,250-bushel Richardson Automatic Scale.

With a capacity of 40,000 bushels each, four tanks are to be erected by the Macdonald Engineering Company of Chicago, at the Alton, Ill., plant of the Stanard-Tilton Milling Company. The tanks

will be of concrete construction and be 80 feet high and 23 feet in diameter.

The Cairo Elevator at Cairo, Ill., is now under the charge of Ralph J. Pendleton of the Pendleton Grain Company and will be operated by him in connection with the Central "B" and Mississippi Valley Elevators now operating in St. Louis.

The State Public Utilities Commission at Springfield, Ill., recently issued a permit to the Central Elevator Company to operate a public warehouse at 102nd and Calumet Avenue, Chicago. The capacity of the elevator is to be 1,000,000 bushels.

Two fireproof country elevators of 5,000 bushels' capacity each are to be built by the Huegely Milling Company of Nashville, Ill., at Huegely and Beaucoup, Ill. In addition to the steel tanks there will be a steel working tower, working house and offices for each plant.

Secretary E. B. Hitchcock of the Illinois Grain Dealers' Association advises that C. E. Davis succeeds Arthur E. Trainer at Millersville, Ill.; James A. Patten is succeeded at Sandwich, Ill., by the Farmers' Elevator Company; F. A. Warren now controls the business of Davis & Warren at Chippis (Sullivan P. O.), Ill.; R. L. Coomber succeeds Wolf Brothers & Rowland at Lanard (mail Stockton), Ill.; the business of J. H. Howe at Camargo, Ill., is now in the hands of the National Elevators; Frank Pawlowski succeeds M. D. Pawlowski at Radom, Ill.; W. D. Jones' business at Jones Switch (P. O. Mattoon), Ill., is now in the hands of Big Four Elevator Company; the Turner-Hudnut Company's property at Teheran (mail Mason City), Ill., is now owned by J. A. McCreery & Sons; W. P. Day has purchased the property of Boyce & Edwards at Lane, Ill.; the property at Humrich (mail Ridge Farm), Ill., formerly owned by the National Elevators, is now under the control of the Farmers' Elevator Company, and the firm of Roy H. Jones & Co. is succeeded by Jones & England at Galesville, Ill.

IOWA

The Cooper Grain Company plans the erection of an elevator at Cooper, Iowa.

An elevator to cost about \$1,700 is being built at Sioux City, Iowa, by C. H. Smith.

Jas. B. Peters will operate his new elevator at Kempton, Iowa, in the near future.

Paul Schoning has purchased the elevator at Buck Grove, Iowa, from the Neola Company.

A new brick grain office has been built by the Farmers' Elevator Company at Newburg, Iowa.

The firm formerly known as A. J. Mabie of Whitten, Iowa, is now to operate as A. J. Mabie & Sons.

The farmers' elevator located at Radcliffe, Iowa, is undergoing numerous repairs and improvements.

H. L. Wheeler has sold his elevator just north of the Omaha depot in Sibley, Iowa, to L. B. Spracher & Son.

On August 1, J. J. Carruthers took possession of the grain elevator and ice house of A. N. Denier at Fayette, Iowa.

The plant of the Farmers' Supply Company at Ladora, Iowa, has been equipped with a Hess Out-Door Conditioner.

Work will be started on the new grain warehouse to be operated by the firm of Peter Hopley & Sons of Atlantic, Iowa.

The firm of Neill & Momyer, whose plant is located at New Sharon, Iowa, has installed a Hess Out-Door Conditioner.

The elevator business of Borin Brothers at Malvern, Iowa, has been purchased from them by H. L. Aden of Gresham, Neb.

A Hess Out-Door Conditioner has been installed in the plant of the Farmers' Independent Grain Company at Sac City, Iowa.

The elevator at Shenandoah, Iowa, on the Wabash tracks, has been leased from the Grain Growers' Company by George Van Buskirk.

A new elevator company consisting of the following, Rauch Brothers, Lamont, W. E. Lee, John Gates and Oscar Judd, David City; H. H. Wilson, Howard Tedford, Bert Teale, C. A. Teale and Allyn Brothers, Mount Ayr; Gib Turner, Robert Hall and Grant McCullough, Kellerton; H. W. Litlatch and Griffith & Miller, Redding; and H. Powers, Gen-

try, Mo., has been organized at Lamont, Iowa, and has taken over the business of the Iowa-Missouri Grain Company.

The Burrell Engineering & Construction Company of Chicago, Ill., received a contract from the Farmers' Elevator Company at Humboldt, Iowa, for the construction of an elevator there.

Arrangements have been made by the Farmers' Elevator Company to remodel its elevator at Ritter (mail Sheldon), Iowa. A new office building is being erected and the elevator is being equipped with new dumps and vault.

Under the new state law concerning co-operative companies, the Farmers' Elevator Company of Le Mars, Iowa, has been reorganized. W. R. Null is named as president, William Utech as secretary, and Ed Luken as manager.

A new grain elevator and seed warehouse to be owned and operated by Leary & Gilchrist at Riceville, Iowa, is being constructed. The elevator is of modern construction and is especially arranged for receiving and cleaning of shipped grain and seed in transit.

A charter for the reincorporation of the Davenport Elevator Company has been issued to that company situated at Davenport, Iowa. The capital stock of the company, of which John F. Dow, F. H. Griggs, Charles N. Voss and others are directors, is placed at \$150,000.

Contracts have been let by the Colwell Elevator Company of Colwell, Iowa, for the construction and equipment of a new elevator at that place. The structure will be 24x25 feet and will be cribbed up to a height of 35 feet and contain nine bins. There will be a dump shed 12x30 feet and engine room 10x10 and office 10x12. The cupola will be 10x24 feet and will extend 18 feet above the plate. The equipment will consist of a Wellman lift, a 6-horsepower gas engine, fitted with gasoline tank and pump, an automatic scale of 1,250 pounds' capacity and a four-ton steel frame Fairbanks Wagon Scale of the registering type. The construction will be of the best and the machinery of the most modern and convenient type.

OHIO, INDIANA AND MICHIGAN

J. D. Fitch has sold his business at Frankfort, Ind., to the J. T. Sims Grain Company.

The Bosto Grain Company has been organized at Crosswell, Mich., capitalized with \$12,000.

Dan W. Donovan and father has purchased the Huffer elevator and mill at Yorktown, Ind.

The R. P. Fife Company of Toledo, Ohio, is planning to erect an elevator at Sherwood, Ohio.

Articles of dissolution have been filed by the Galveston Grain Company of Galveston, Ind.

The farmers' Grain Company was organized at Marion, Ind., to conduct an elevator and mill.

A new warehouse is to be built at Rockport, Ind., by the Caduh Milling Company of Grandview.

Coppes Brothers & Zook of Nappanee, Ind., have added a Hess Drier to their machinery equipment.

Peter Backer & Sons have equipped their plant, which is located at Troy, Ind., with a Hess Grain Drier.

A Fairbanks Hopper Scale has been purchased and installed by the Colfax Grain Company of Colfax, Ind.

A Hess Out-Door Conditioner has been installed at the elevator of the Ferger Grain Company of Cincinnati, Ohio.

Incorporation papers were taken out at Saginaw, Mich., for the Walcott Grain Company. The capital stock of firm is \$9,000.

The Farmers' Co-operative Company of Defiance, Ohio, has purchased the grain business of the Defiance Grain & Milling Company.

The grain elevator located in St. Johns, Auglaize County, Ohio, has been purchased by Richard Walters, Sr., of Jackson Center.

The Columbus elevator of the Shaefer & Schwartzkopf Milling Company of Columbus, Ohio, has been equipped with a new heavy oil burner engine.

Farmers in the vicinity of Fremont, Ohio, have made arrangements for the organization of a company to be known as the Fremont Elevator Com-

pany, Co-operative. This company contemplates purchasing the elevator plants at Garrison and Wayne.

The plant of the Farmers' United Grain & Elevator Company at Hamlet, Ind., which was burned down on June 23, is to be rebuilt after harvest.

The Farmers' Grain & Produce Company of Lake Odessa, Mich., has filed articles of incorporation at Lansing, Mich., placing its capital stock at \$15,000.

The Crahhs-Reynold-Taylor Grain Company of Crawfordsville, Ind., has disposed of its grain elevator at Medaryville, Ind., to James R. Guild for \$11,500.

Chatterton & Sons, who are prominent dealers of grain and beans throughout Michigan, have moved their offices to the Association of Commerce Building at Grand Rapids, Mich.

Charles L. Barnes, Elmer E. Davis, H. K. Smith, W. H. Prentiss and G. S. Fox have organized the Standard Elevator & Warehouse Company at Toledo, Ohio, capitalized with \$10,000.

Part interest in the Rawson Elevator at Rawson, Ohio, has been purchased by George T. and Ed. S. Arnold from T. C. Linger. The business will, in the future, be conducted as Arnold & Co.

The Montpelier Elevator Company, at Bryan, Ohio, which was formerly owned by the Montpelier Banking Company, is now owned by the Poast & Dawson Hay & Grain Company of Bryan.

Repairs have been made on the elevator owned by Ross, Ross & Barr and located at Chalmers, Ind. A feed room addition has been built and the dump and driveway to the elevator has been repaired.

Plans are being formed for the erection of a large grain elevator at Brewster, Ohio, by E. T. Firestone of Dell Roy. The elevator will be situated east of the office building of the Wheeling & Lake Erie Railroad.

The J. M. Carmer Company was organized recently at Auburn, Ind., with a capital stock of \$10,000 to deal in grain, hay and wool. The directors of the firm are J. M. Carmer, E. C. Walker and G. W. Clouse.

Capitalized with \$20,000, the Rosegrain Grain Company has been organized at Rosewood, Ohio, with George F. Stephenson, Minnie L. Stephenson, G. W. Weimer, Peter Weimer and S. A. Weimer as the incorporators.

A subsidiary to the Toledo Seed & Oil Company of Toledo, Ohio, has been organized to conduct an elevator and warehouse business under the name of the Standard Elevator & Warehouse Company. The company has capital stock of \$10,000.

A 60,000-bushel studded elevator has been erected for the Farmers' Elevator Company at Sandusky, Ind. The equipment includes a Western Sheller and conveying machinery, Invincible Cleaner and Fairbanks Automatic Scale and Oil Engine.

Construction work has recently been completed on the elevator located at Emporia (no p. o.), Ind., to be owned by W. H. Aiman of Pendleton. It is of frame construction, iron-clad, and is equipped with a 20-horsepower Fairbanks Oil Engine and Automatic Scale.

The Suckow Milling Company's iron-clad elevator at Franklin, Ind., has been recently completed. It has a capacity of 12,000 bushels. The plant has a detached concrete engine room and is equipped with B. S. Constant Cleaner and Sheller, Fairbanks Oil Engine and two dump controllers.

The Reliance Construction Company, Indianapolis, Ind., has received a contract from W. D. Springer for the construction of a 10,000-bushel elevator at Fortville, Ind. The building will be operated by electricity and equipped with a Fairbanks-Morse Gasoline Engine, automatic scale, etc.

The new Burk Elevator Company's plant at Craigville, Ind., is now ready for operation except for the installation of some spouting and a few other pieces of machinery. This elevator takes the place of the one which was burned down last Winter and is modern and up-to-date in every particular.

The contract has been let by the Hanley Milling Company for the construction of a 23,000-bushel monolithic, re-inforced concrete elevator, at Coshoc-ton, Ohio. The storage will consist of a battery of four circular bins 12 feet in diameter and 51 feet high. A circular monitor, 12x16 feet, will surmount the roof and in this will be placed elevator legs and cleaning machinery. The entire plant will be operated by electricity. The spouting system is to be used for distribution.

The Studabaker Grain & Seed Company of Bluffton, Ind., has just completed the building of a new elevator at Tocsin, Wells County, on the Chicago & Erie Railroad. This company recently purchased the business of the Hall & Garten Company and wrecked the old building. The new house is of most modern construction and was built by the Burrell Engineering & Construction Company of Chicago. It has a 15,000-bushel bin and ear corn capacity. The building is equipped with two legs with 7x14

buckets, No. 6 Monitor Combined Cleaner; automatic scale of 1,000 bushels' capacity; Western Sheller of 800 bushels' capacity and Smith Overhead Power Dumps. It is so arranged that there is no shoveling necessary in any operation connected with the handling of the grain from dump to car.

EASTERN

Thomas Gleason is building an addition 24x48 feet to his grain elevator at Le Roy, N. Y.

Frank Purington and Lewis Peacock have entered the grain business at Cumherland Center, Md.

Earl B. Sitley, Inc., has incorporated to do a grain, feed and supply business at Camden, N. J.

A large drier is being installed in the grain elevator of J. W. Smith & Co., located at Pittsburgh, Pa.

A. H. Hoffman, Inc., organized to deal in grain and seeds at Landisville, Pa., with a capital stock of \$40,000.

Alterations and improvements have been made on the elevator plant of the Phillip-Thompson Company, at Wilmington Del.

A reinforced concrete storage elevator is being erected at 1035 Seneca Street, Buffalo, N. Y., by the Eldad Milling Company at a cost of \$5,500.

The Boutwell Milling & Grain Company of Troy, N. Y., was awarded the contract for the construction of a warehouse and elevator and rye mill at that place.

The contract for the erection of the 1,000,000-bushel addition to the Girard Point Elevator at Philadelphia, Pa., has been let to James Stewart & Co., of Chicago.

A third leg for unloading vessels is to be purchased by the Connecting Terminal Elevator Company of Buffalo, N. Y. The leg has an unloading capacity of 48,000 bushels an hour.

The Clover Leaf Milling Company of Buffalo, N. Y., has purchased a site on which to erect a 300,000-bushel elevator. The structure will consist of five large steel tanks equipped with pneumatic instead of bucket elevators.

WESTERN

A new elevator is under course of construction at New Raymer, Colo.

An elevator is to be erected at Toluca, Mont., by the Burlington Railroad.

Five thousand dollars are being expended for the new elevator at Graves, Colo.

A contract has been awarded for the building of a grain elevator at Dixon, Mont.

Plans have been completed for the erection of a new grain elevator at Cascade, Mont.

The business men of Whitetail, Mont., are organizing a Farmers' Elevator Company.

A new grain elevator and chute is to be erected at Agatha, Idaho, by the Farmers' Union.

The Equity Society has purchased the State Elevator Company's plant at Rossfork, Mont.

The elevator, erected by the Farmers' Association of Big Timber, Mont., has been completed.

The Roundup Elevator Company is interested in the construction of an elevator at Vananda, Mont.

An elevator is to be constructed at Otis, Colo., for the Farmers' Elevator Company of that place.

The Inland Grain Company of Ogden, Idaho, has completed the erection of a grain elevator at Malad, Idaho.

It is reported that grain elevators are to be built at Roy, Mosquero and Abbott, N. M., in the near future.

The business of the Classen-Newfeldt Company of American Falls, Idaho, is now in the hands of A. Classen.

The Burley Milling & Elevator Company of Marshfield, Idaho, expects to equip its plant with a new elevator leg.

The McCabe elevator, located at Cut Bank, Mont., which was recently burned, is to be reconstructed in the near future.

The new grain and hay elevator of August & Beatty at Temecula, Cal., is now complete and ready for operation.

A section of the grain warehouse located at Berryman, Wash., is being torn down and a new addition is being erected.

An Equity company was recently organized at Raynsford, Mont., for the purpose of erecting and operating elevators there.

Construction work has already been started on the elevator at Hingham, Mont., by the Rocky Mountain Elevator Company.

Several Omaha and Denver capitalists have made plans for the erection of a modern grain elevator and large mill at La Salle, Colo.

Announcement has been made by the Western Milling & Elevator Company of Denver, Colo., of its intentions of erecting elevators at Idaho Falls,

Idaho, and several other places, including Pocatello, Twin Falls, Camas, Roberts, Sterling, Dubois, Ione, Newdale and Prairie City.

The Montana Elevator Company's property at Lewistown, Mont., has been purchased from it by the Farmers' Equity of Grass Range.

Work is being pushed on the new grain elevator to be owned and operated by the Imperial Lumher Company and located at Frazier, Mont.

The Shannon Grain Company has awarded a contract for the erection of a 15,000-bushel elevator in addition to its plant at Otis, Colo.

The Longmont Milling Company has purchased the elevator of Mr. Clayton at Sterling, Colo., on the Cheyenne branch of Burlington Railway.

A 15,000-hushel studded elevator is to be erected for the firm of Stinson & Stramp at Vono, Colo. The contract has been let to G. H. Birchard.

Messrs. Hayes of Longmont, and Howard Moore of Louisville, Colo., have taken over the Overland Cereals Company's elevator at Laramie, Wyo.

A 15,000-bushel elevator consisting of metal tanks is being built at St. Vrain Station, Vrain, Colo., by the Farmers' Milling & Elevator Company.

The Equity Co-operative Association of Belt, Mont., is in the market for bids for the erection of an elevator with a capacity of from 20,000 to 25,000 bushels.

A site has been purchased by James O'Leary at Anaconda, Mont., on which he will erect a building for the grain, feed and coal business which he conducts.

James E. Jacobs, C. Scoville and F. M. Farmer are the organizers of the Farmers' Elevator Company whose capital stock is \$50,000, located at Denver, Colo.

A new elevator company has been formed at Merrill (mail Columhus), Mont., for the construction of an elevator, which will have a capacity of 15,000 bushels.

Plans are being made by the recently organized Farmers' Elevator Company of Westby, Mont., for the erection of grain elevator there to be ready for business this fall.

Articles of incorporation were filed by the Independent Elevator Company at Lewistown, Mont., capitalized with \$25,000. The firm will conduct an elevator at Benchland.

The Colorado Milling Company contemplates the construction of elevators at Glens Ferry, Minidoka, American Falls, Pocatello, McCammon, Arimo and Twin Falls, Idaho.

George Huffman has arranged to build a grain warehouse on the Northern Pacific at Davenport, Wash., to handle his own crop of 15,000 sacks. The building will cost about \$3,000.

Elevators of 30,000 hushels' capacity each are being built at Amsterdam, Murtaugh and Marshfield, Idaho, by the Twin Falls Milling & Elevator Company of Twin Falls, Idaho.

The Greely-Schmidt Elevator Company recently incorporated at Ft. Benton, Mont., with capital stock of \$50,000, has taken over the grain business of the Greely Elevator Company.

Arrangements have been completed for the erection of an elevator at Way, Idaho, which will have a capacity for 35,000 hushels, by the W. O. Kay Elevator Company of Salt Lake City, Idaho.

A contract was let not long ago by the Farmers' Co-operative Elevator & Trading Company of Comertown, Mont., for the erection of a grain elevator which is to have a capacity of 25,000 bushels.

The Occident Elevator Company of Minneapolis, is interested in the construction of an elevator at Butte, Mont. The elevator will cost approximately \$7,800 and will have a capacity of 40,000 hushels.

The Seattle port elevator at Seattle, Wash., is to have a capacity of 500,000 bushels with bulk receiving capacity of 95 carloads per day of 24 hours and a bulk shipping capacity of 20,000 bushels per hour.

A 30,000-hushel grain elevator is under course of construction at Coffeecreek, Mont., by the Farmers' Elevator Company of that place. The site has been leased to the company by the Milwaukee Railroad Company.

The Farmers' Mill & Elevator Company of Montrose, Colo., is erecting a 10,000-bushel elevator. The contract for the machinery for the elevator and a 75-harrel mill has been awarded The Wolf Company of Chambersburg, Pa.

Plans have been formed by the business men and farmers in the vicinity of Grover, Colo., for the construction of an elevator to cost about \$5,000. The building is to be equipped with a feed mill and will be complete by October 1.

At least \$10,000 are to be expended by the Baker Mill & Grain Company of Baker City, Ore., in connection with the Rock Creek plant. The additions to the plant will include a grain elevator with a capacity of 25,000 bushels, a grain and flour warehouse of 50,000 bushels' capacity and new machin-

ery which will increase the capacity of the mill from 60 to 100 barrels daily.

The W. C. Moore Milling & Elevator Company of Fort Collins, Colo., has sold its elevators at Fort Collins, Wellington and Timnath, Colo., to the Longmont Farmers' Milling & Elevator Company of Longmont, Colo., who will take charge at once.

Supplementary articles of incorporation have been filed by the Northern Grain & Warehouse Company of Portland, Ore., increasing the capital stock from \$100,000 to \$250,000. A. Cohn is president, J. P. Livingston and A. P. Johnson vice-presidents and Lee Boyer, secretary and treasurer of the concern.

An application has been filed with the railroad commission by the Imperial Grain & Warehouse Company operating in Los Angeles, Imperial, Orange and Riverside Counties, for permission to issue and sell 75 shares of its capital stock for \$7,500. The money is needed to rebuild the elevator at El Centro which was destroyed by the earthquake recently.

MISSOURI, KANSAS AND NEBRASKA

W. O. Woods is building an elevator at Elkhart, Kan.

The Farmers' Union expects to build an elevator at Hoxie, Kan.

Stephen Scott is the new proprietor of the Lane elevator at Gerlane, Kan.

The Latshard Elevator at Wilson, Kan., has been leased to Boyd Keyner & Co.

C. L. Fisher and Mr. Rohmer will each build a new elevator at Elkhart, Kan.

A 12,000-bushel elevator is being constructed near Mullinville, Kan., by O. H. Olson.

The Burlington public elevator at St. Joseph, Mo., is being remodeled and enlarged.

A new 32,000-bushel elevator has been built at Wakeeney, Kan., by Wm. Shrinkler.

The new elevator of F. H. Kneck & Son at Creighton, Mo., started work on August 1.

L. L. Coryell has sold his interest in the elevator at Cummings, Kan., to H. L. Barber.

On July 31 Aaron Kipp disposed of his elevator at Kanapolis, Kan., at public auction.

Capitalized at \$15,000, the Shelby Grain Company has been formed at Shelby, Neb.

Contract has been let by the Farmers' Union of La Crosse, Kan., for an elevator there.

The Brock Grain Company organized at Brock, Neb., recently, capitalized with \$18,000.

H. Thomas of Osborne, Kan., is among the late purchasers of a Hess Drier for drying grain.

A. C. Harriman has purchased the grain elevator located at Pleasant Green, Mo., from S. L. Risler.

Another elevator of 25,000 bushels' capacity is to be constructed at Liberal, Kan., by J. A. Patten.

The Derby Grain Company of Sabetha, Kan., has increased its capital stock from \$50,000 to \$60,000.

The capital stock of the O'Donnell Grain Company at Stratton, Neb., has been increased to \$50,000.

Numerous improvements have been made on the elevator of the Farmers' Grain Company at Pierce, Neb.

A Fairbanks-Morse Gas Engine has been purchased by the Chetopa Grain Company of Chetopa, Kan.

The Cairo Farmers' Equity Exchange of Cairo, Kan., has purchased the elevator there from E. B. Sitton.

The Cook Lumber & Grain Company has been organized at Cook, Neb., with a capital stock of \$30,000.

The Brown-Wyman Grain Company has been incorporated at Scandia, Kan., capitalized with \$20,000.

The Farmers' Co-operative Elevator Company was organized at Union, Neb., with capital stock of \$10,000.

John Magruder is now in control of the interest of Charles Cooper in the grain and coal business at Pratt, Kan.

Half interest in the Ridgeway Elevator at Ridgeway, Mo., has been purchased from J. F. Redinger by C. D. Ury.

The new elevator at Canton, Kan., to be operated by the Farmers' Grain & Supply Company, has been completed.

The W. D. Vincent Grain Company of Clay Center, Kan., has decreased its capital stock from \$15,000 to \$10,000.

The foundation has been completed on the elevator to be owned and operated at Blaine, Kan., by Harrington & Cummings.

A. L. Scott, president of the Pittsburg Elevator Company of Pittsburg, Kan., has announced his intention of erecting a 5,000-bushel elevator at Farlington, Kan. In addition to this will be ware-

house storage for 18,000 bushels. The name of the new concern will be the Farlington Elevator Company.

A cement storage bin of 15,000 bushels' capacity is being built by the Farmers' Elevator Company at Coldwater, Kan.

The Rea-Patterson Milling Company of Coffeyville, Kan., is interested in the erection of an elevator at Valeda, Kan.

The Elevator Company of Alden, Kan., has equipped its plant with a 25-horsepower Mogul International Engine.

The Johnson Grain Company has opened the Rundberg elevator at Hildreth, Neb., and has it ready for operation.

The Elyria Farmers' Elevator at Elyria, Kan., is to be equipped with an up-to-date car loader and a larger gasoline engine.

The Farmers' Elevator Company of McPherson, Kan., has bought a 7-horsepower motor and will install a car loading device.

The capital stock of the Farmers' Elevator Company at Chappell, Neb., has been increased so as to finance the erection of a feed mill.

The Shannon Grain Company of Kansas City, Mo., has disposed of its elevator at Wauneta, Neb., to the local Farmers' Equity Union.

The Central Granaries Company of Almena, Kan., has leased its elevator on the B. & M. for a year to the Farmers' Co-operative Association.

The Farmers' Union of Oakland, Neb., has arranged to purchase the elevator there from the Farmers' Grain & Live Stock Company.

Additional grain storage tanks of reinforced concrete construction have been built to the plant of the Haven Mill Company of Haven, Kan.

The elevator of Samuel C. Groth, located at Lorraine, Kan., has been covered with galvanized iron and the entire plant has been remodeled.

The plant of the Bushton Grain & Supply Company of Bushton, Kan., has been equipped with a 20-horsepower Fairbanks-Morse Gas Engine.

Alterations have been made on the old flouring mill building at Kinsley, Kan., converting it into an elevator with a capacity of 35,000 bushels.

A., Geo. E. and M. Hopper are the organizers of the Concrete Elevator Company at Manhattan, Kan., chartered with a capital stock of \$1,000.

Repairs have been made on the Updike Elevator at Blue Hill, Neb. The plant has been idle for the past six years, but is now in good condition for operation.

The Simonds-Shields Grain Company of Kansas City, Mo., has increased its capital stock from \$100,000 to \$250,000, and enlarged the capacity of its elevator.

The grain elevator of F. W. Miles, for many years engaged in the grain business at Patterson, has been sold by him to the N. Sauer Milling Company of Chanute, Kan.

The new grain storage tanks of the Simpson Milling Company, located at Simpson, Kan., are ready for receiving wheat. The capacity of the tanks is 30,000 bushels.

A 10,000-bushel elevator is under course of construction at Homer, Kan., with the Shellabarger Mill & Elevator Company of Salina, Kan., at the head of the enterprise.

The M. C. Peters Mill Company of Omaha, Neb., is erecting a 50,000-bushel elevator. The contract was awarded the Burrell Engineering & Construction Company of Chicago, Ill.

The interest of H. A. Knight in the elevator and grain business conducted as Poor & Knight at Chapman, Kan., has been purchased by A. J. Poor of the A. J. Poor Grain Company.

The Farmers' Elevator & Lumber Company of Howells, Neb., has purchased the elevator and lumber yards located there from the Crowell Lumber & Grain Company. Possession is to be given on August 21.

A grain dryer capable of handling 500 bushels per hour has been installed in the plant of the Slater Mill & Elevator Company at Slater, Mo. A building 12x21 feet and 35 feet high will be erected to accommodate the machine.

The two round storage tanks to be operated by Joe Dyer at La Cygne, Kan., are now under course of construction. Between these tanks, which will be of fireproof construction, will be built the elevator proper and the dump sheds.

The Security Flour Mills Company of Abilene, Kan., started the construction of two concrete grain storage tanks of 75,000 bushels' capacity. The tanks will be completed by the first of September and will be 32 feet in diameter and 58 feet high.

Articles of incorporation have been filed by the Stockham Grain Company of Hastings, Neb., with E. Stockham as president; A. W. Stockham, vice-president; Lennie M. Stockham, treasurer, and G. Roth secretary. The company will maintain

elevators at the following places: Hastings, Mt. Claire, Fairfield, Lincoln, Phillips, Bloomington, Holbrook, Edison, Arapahoe and Brickton.

The elevator property of the Kauman Brothers of Montrose, Mo., has been sold to the newly organized Farmers' Elevator & Supply Company.

A deal was recently consummated whereby William Mueller of Union, Neb., came into possession of the Dan Burke grain elevator located at Springfield, Neb.

The Alley Grain Company is completely overhauling its elevator at Princeton, Mo., and making the plant at Mercer a transit house for shelling and cleaning small grain. The Burrell Engineering & Construction Company of Chicago has the contract.

Building permits were recently taken out for the erection, which has already been started, of the elevators of the Chicago & Alton Railway and the Norris Grain Company at Kansas City, Mo. The buildings will be of reinforced concrete and steel construction and their respective capacity will be 250,000 and 750,000 bushels. The bins of the Alton plant will be 50x145 feet by 143 feet in depth. The Norris plant will consist of 16 reinforced bins with a total area of 106x204 feet by 171 feet in depth.

MINNESOTA AND WISCONSIN

A new elevator is being built at Watertown, Minn.

The addition to the Farmers' Elevator at Jeffers, Minn., is rapidly nearing completion.

The Duluth Elevator at Hancock, Minn., has been purchased by Messrs. Welsh and Lang.

J. D. Cox has purchased and will operate the Frank Tesch elevator at Dundas, Wis.

The Farmers' Co-operative Elevator Company was recently formed at Plummer, Minn.

Numerous repairs have been made on the Carlson Elevator at Carlson (r. d. Murdock), Minn.

The Van Dusen elevator at Sanborn, Minn., has been disposed of to the Atlas Elevator Company.

The Atlantic Company of Atlantic Junction (mail Minneapolis), Minn., has erected a grain elevator there.

The Barrett Grain Company of Barrett, Minn., has arranged for the erection of a grain elevator at that place.

An addition is being built to the warehouse of the Cargill Grain Company, in the plant located at Manawa, Wis.

Charles Zeiner has obtained part interest in the elevator firm of Hubbard & Palmer, located at Slayton, Minn.

An addition is to be erected by the Columbia Elevator Company at Columbia (mail Virginia), Minn., to its elevator there.

The Northwestern Grain Company's elevator at Walters, Minn., has been sold to the Speltz Grain Company of Albert Lea.

The Independent Elevator Company of Franklin, Minn., expects to build a new corn crib and install a car loader in its plant.

Contracts have been let for the construction of an eight circular unit elevator of concrete construction at New Butler, Wis.

The Empire Grain Company was recently organized at Kennewick, Wis., by V. E. Pratt, R. E. Pratt and E. W. Trenboth, capitalized with \$5,000.

The old foundation of the elevator of the Great Western Grain Company at Hanska, Minn., is being replaced by a new one of concrete construction.

A 40,000-bushel elevator, costing approximately \$7,800, is to be erected at Roberts (R. D. to Fergus Falls), Minn., by the Occident Elevator Company.

The St. Anthony & Dakota Elevator at Doran, Minn., has been purchased by J. J. Brady, formerly manager of the Farmers' Elevator Company at Doran.

The old elevator of the Cargill Grain Company at Clintonville, Wis., is being wrecked and it is understood that a modern structure will be built in its place.

Announcement has been made that the Van Dusen Elevator Company expects to erect a new grain elevator at Marshall, Minn. The building will be ready for operation this fall.

On July 22, operation of the Fagg & Taylor Elevator "E" at Milwaukee, Wis., was recommenced after the installation of a new engine and other improvements had been made.

The elevator of the Kewaunee Grain Company of Kewaunee, Wis., is being rebuilt and in so doing the capacity of the plant is being increased and numerous pieces of new machinery installed.

Clarence C. Gray, a commission merchant of St. Paul, Minn., has made arrangements for the establishment of a new elevator and a feed mill in St. Paul. His old elevator burned down recently.

Organized with the purpose of building and operating an elevator and conducting a general grain and feed business the Cronin Elevator Company was incorporated at Crookston, Polk County,

Minn., by Con Cronin, Marguerite Cronin, and Herbert Basgen. The capital stock of the firm is placed at \$10,000.

Encouraged by the success of the neighboring co-operative elevator companies, the farmers in the vicinity of Karlstad, Minn., have made arrangements to form a farmers' elevator company this fall.

Ground has been broken for the foundation of the new Independent Farmers' Co-operative elevator at Willmar, Minn. The elevator will be of modern construction and equipped with up-to-date machinery.

It is reported that arrangements are being formed at Dovray, Minn., for the organization of a Farmers' Elevator Company for the purpose of either purchasing or erecting an elevator there and operating the same.

H. Wehman is president and treasurer, O. C. Opsahl, vice-president and M. H. Boutelle, secretary of H. Wehman & Co., grain, feed and flour dealers of Minneapolis, Minn. The capitalization of the company amounts to \$50,000.

Articles of incorporation have been filed by E. H. Geistfeld, Joseph Davies, A. J. Luther and others at Lewisville, Minn., for the Farmers' Elevator Company at that point. The company's capital stock amounts to \$10,000.

The farmers in the vicinity of Hutchinson, Minn., have organized to operate a farmers' co-operative elevator. The capital stock of the firm amounts to \$25,000. If no suitable elevator is found, the company will erect one on the Milwaukee Railroad.

Fifteen elevators in Minnesota and North Dakota on the Great Northern line have been purchased from the Federal Elevator Company by the Monarch Elevator Company of Minneapolis, Minn., which is controlled by F. M. Peavy & Co., interests.

The elevator of the Sheffield Elevator Company, located at Minneapolis, Minn., which was destroyed by fire not long ago, is to be rebuilt by the same company. Four concrete tanks, 80 feet high, costing approximately \$21,000, are to be built and be ready for operation by October 15.

A new main shaft was installed and the elevator, owned and operated by the New Richland Elevator Company at New Richland, Minn., has been overhauled and repaired during the past month. In addition to this a new feed room was built. Plans have been made for the recovering of the entire elevator with galvanized iron.

The Hanson elevator property situated at Canby, Minn., has been bought by Ed Erickson at a consideration of \$5,000. Mr. Erickson was for twelve years local manager and grain buyer of the Atlas Elevator Company. The grain elevator is located on the Chicago Northwestern Railway tracks and has a capacity of about 20,000 bushels. The new proprietor will make extensive repairs.

THE DAKOTAS

The Andrews elevator at Heaton, N. D., has been repaired lately.

Various repairs are being made on the elevator at Bathgate, N. D.

P. S. Pierson has purchased the Royal elevator located at Leal, N. D.

A contract has been let for the erection of a new elevator at Max, N. D.

Plans have been formed for the erection of an elevator at Logan, N. D.

The Farmers' Elevator Company was recently organized at Makoti, N. D.

The Farmers' Elevator at Elliott, N. D., is to be equipped with a new cleaner.

Plans have been completed for the erection of the new elevator at Ashton, S. D.

The Beier Elevator Company of Carrington, N. D., is installing new machinery.

A new foundation is being placed under the Monarch Elevator at St. Thomas, N. D.

A Farmers' Co-operative Elevator Company has been organized at Rock Lake, N. D.

An elevator is to be built at Wyndmere, N. D., by the Wyndmere Elevator Company.

Work has been commenced on the construction of a grain elevator at Emery, S. D.

Repairs are being made on the McCook County Grain Company's elevator at Canastota, S. D.

The Dodge Elevator Company is the new owner of the Anchor Elevator located at Munich, N. D.

The Farmers' Equity Union & Exchange of Wolsey, S. D., has purchased the elevator located there.

F. E. Long has equipped his elevator at Ortley, S. D., with a Richardson Automatic Scale and man lift.

On August 2 the Morristown Equity Union of Morristown, S. D., took charge of the elevator property recently purchased by it from the Morristown Farmers' Elevator Company. It is said

that the price paid for the property amounted to \$6,500.

An annex is to be built to the elevator owned by the Farmers' Co-operative Company at Goodrich, N. D.

The elevator at Souris, N. D., is being put into first class condition by the Winter, Truesdell, Ames Company.

The Munster Equity Elevator Company at Munster, N. D., has been organized with a capital stock of \$10,000.

The elevator belonging to the Imperial Elevator Company at Leeds, N. D., has been purchased by M. J. Cullen.

Guy Smith has purchased one of the local elevators at Conde, S. D., and will reopen it in the Fall for business.

New foundation is being placed under the elevator of the Great Western Elevator Company at New Rockford, N. D.

A farmers' elevator is to be erected at Golva (Mail Burkey), N. D., on the Beach branch of the Northern Pacific.

The property of the Federal Elevator Company at Portland, N. D., has been disposed of to the Monarch Company.

Plans have been made for the organization of a Farmers' Elevator Company at Miller, S. D., to buy and sell grain this Fall.

The Farmers' Elevator Company of Gwinner, N. D., has bought the elevator property of the North Dakota Grain Company.

For a consideration of \$6,700, the elevator at Bert, N. D., formerly owned by D. Coutts, was disposed of to local parties.

Efforts are being made by the Farmers' Equity Exchange of Keldron, S. D., to purchase the farmers' elevator at that place.

Arrangements have been completed for the erection of a 25,000-bushel elevator at Fife (mail Mina), S. D., by J. G. Brady.

An elevator will be installed in the near future at Ree Heights, S. D., by the recently organized farmers' co-operative company.

It is announced that the Dodge Grain Company has succeeded to the grain business of the Acme Grain Company at Minto, N. D.

The interest of Mr. Kingery in the Will-Olson elevator at Wessington Springs, S. D., has been disposed of to Gehan and Gotwals.

A flour house is being built as an addition to the elevator owned and operated by the Atlantic Elevator Company at Hampden, N. D.

The Clement Farmers' Club is promoting the organization of a company to build and operate a farmers' elevator at Clement, N. D.

It has been reported that the Powers Elevator Company of Minneapolis, Minn., has bought the Horn Elevator at Dunn Center, N. D.

The Farmers' Elevator at Sweetwater (mail Devils' Lake), N. D., is being reconstructed by the Gram Company of Grand Forks, N. D.

The Hintz Elevator, located at Odessa, N. D., was recently disposed of to the Farmers' Union, the consideration amounting to \$5,500.

About \$5,000 has already been subscribed by the farmers of the vicinity about Hoven, S. D., for the construction of a farmers' elevator there.

New equipment, including scales, has been purchased by the Farmers' Exchange of Aberdeen, S. D., and has been installed in the new elevator.

C. W. Sullivan, W. E. Kidder and G. Gebhardt are the incorporators of the Merricourt Equity Exchange at Merricourt, Dickey County, N. D.

The Farmers' Co-operative Grain Company of Havana, N. D., expect to remodel its elevator and move its office in front of the elevator proper.

Work has been started on the erection of the new elevator at Belle Fourche, S. D., to be owned and operated by the Tri-State Milling Company.

A partnership has been formed by Thomas McBath and E. J. Sherin at Watertown, S. D., to conduct a grain and feed business at that place.

H. B. Engle has assumed control and ownership of the grain elevator at Redfield, S. D., formerly operated under the name of Engle & Schuermer.

There is a new elevator to be known as the Furchner elevator having a capacity of 30,000 bushels, in course of construction at Plankinton, S. D.

A large new elevator and coal sheds, to cost about \$7,735, is to be erected at Young's Spur, near Mellette, S. D., by the Farmers' Elevator Company.

The Atlantic Elevator Company has taken possession of the elevator at Minden (mail Washburn), N. D., which was formerly owned by Otto Schulz.

A contract has been let by the Farmers' Society of Equity of Frederick, S. D., which was incorporated in the Spring, for the erection of a 40,000-bushel elevator. The contract has been let to the

Hickock Construction Company for a consideration of \$8,260.

The Farmers' Elevator Company of Mansfield, S. D., is wrecking its old elevator building and erecting a modern and up-to-date building in its place.

The contract has been let by the Palmer Elevator & Mercantile Company of Palmer (r. f. d. from Waseca), Minn., for the construction of an elevator.

All of the elevators formerly owned by the Heising Grain Company in North Dakota have been purchased by the St. Anthony & Dakota Elevator Company.

The farmers in the vicinity of Ipswich, S. D., have formed a farmers' co-operative company for the purpose of erecting and operating an elevator at that point.

The farmers round about Centerville, S. D., are planning on organizing a farmers' co-operative company and engage in the buying and selling of grain and live stock.

David Conkey, Floyd B. Calkins, Frank C. Hudson and others have incorporated the Farmers' Elevator Company at St. Lawrence, S. D., with capital stock of \$10,000.

Fred Braun, Jr., formerly manager of the Powers Elevator Company at Hebron, N. D., has resigned and is now in possession of the Farmers' Elevator at the same place.

Attempts have been made for the organization of a farmers' elevator company at Hazen, N. D., for the purpose of either purchasing or erecting an elevator there.

The property of the Pierce Milling Company, valued at \$15,000, and located at Frankfort, S. D., has come into the possession of the Frankfort Elevator Company.

Repairs, including the installation of a new leg to the hoisting machinery, a new spout, and platform, are being made on the Occident Elevator located at Jamestown, N. D.

The organizers of the Farmers' Elevator Company at Kingsbury, S. D., are Alex Wood, R. L. Luke and Stewart De Groot. The capital stock of the company is placed at \$25,000.

On July 24, work was started on the 40,000-bushel elevator at Elgin, N. D., which is to be owned and operated by the Benson, Newhouse, Stabeck Company of Minneapolis, Minn.

Construction work has been commenced on the new elevator at Wolseth Siding, half way between Glenburn and Deering, N. D. The farmers of the vicinity will own and operate the business.

The W. Z. Sharp Elevator Company was organized at Sioux Falls, S. D., with Waldo Z. Sharp, Robert B. Medlum and George H. Edwards as the incorporators, and is capitalized with \$15,000.

Articles of incorporation have been filed for the Farmers' Equity Elevator Company at Ryder, Ward County, N. D., by F. J. Schilling, Peter Romsaas, both of Ryder and John T. Grimes of Roseglen.

A corporation charter was granted the Block Brothers' Grain & Fuel Company at Greenville, Day County, S. D. Incorporators are, Joseph, Frank, Ben and August Block. Capital stock placed at \$10,000.

Arrangements have been completed by the Carlon Elevator Company, operating at Corsica, S. D., for the overhauling of its elevator. The machinery will be cleaned and everything put in readiness for the new crop.

On July 21, incorporation papers were filed by James Filbin, R. I. Schnautz and O. H. Church, all of Steele, for the Farmers' Union Elevator Company of Steele, Kidder County, N. D., with capital stock placed at \$10,000.

The Farmers' Co-operative Grain & Fuel Company of Veblen, S. D., has been granted a charter by the secretary of state. The incorporators as named are L. F. Brudos, A. Viland, O. A. Akie, M. E. Lien and Iver Helseth.

The Western Elevator Company of Minot, Ward County, N. D., filed articles of incorporation on July 27, naming Frank C. Laird, Walter H. Nicol, both of Minneapolis, Minn., and Wm. Dunnell of Minot, N. D., as the incorporators.

The Farmers' Equity Exchange of Braddock, N. D., was recently organized with a capital stock of \$30,000. The company has let a contract for the erection of a \$8,000 grain elevator, having the capacity for about 40,000 bushels of grain.

Articles of incorporation were issued on July 27 for the Crosby Independent Elevator Company at Crosby, Divide County, N. D. The incorporators of the firm are Ole O. Thorson, Jr., John K. Jensen, both of Crosby, and Albert P. Jensen of Fortuna.

Plans have been made for the organization of a farmers' elevator company to build a grain elevator at Minot, N. D. The company will be capitalized with \$20,000 and erect a building of 40,000 bushels capacity. Plans and specifications are being drawn up and builders of elevators are asked

to submit bids. Any one who is in the market to build this elevator should wire or communicate at once with the Farmers' Rural Credit Association.

Capitalized at \$10,000, the Thunderhawk Farmers' Equity Elevator Company has been organized at Thunderhawk, Corson County, S. D. The organizers of the firm are Moses Hacket, Carl Swanson, W. J. McKittrick and James A. Gray.

John Watson, Louis A. Mielke, both of Sydney, and W. H. Cofell, of Edgeley, N. D., have incorporated the Sydney Farmers' Elevator Company to do business at Sydney, Stutsman County, N. D. The capital stock of the firm amounts to \$8,000.

Articles of incorporation have been filed by the Farmers' Co-operative Elevator Company of Betts (R. D. from Mitchell), Davison County, S. D., naming J. C. Lehman, J. E. French, Albert Stephens, Ferd Kopp and W. W. White as the organizers.

The Farmers' Elevator Company of White, S. D., has recently filed articles of incorporation placing capital stock of the company at \$15,000. Those interested in the organization are J. H. Simmons, George A. Frareis, C. F. Schultz, C. F. Murphy and C. M. Arnold.

An independent farmers' elevator company has been formed to operate at Ellendale, N. D., by farmers in the Silverleaf territory. The board of directors consist of the following: James Mason, George Hatfield, H. H. Perry, John Skoglund, and William Poyyke.

Incorporation papers have been granted the Robinson Union Elevator Company, located at Robinson, Kidder County, N. D. The incorporators of the company are, Francis Bon, Lewis Williamson and H. S. Kleve, all of Robinson. The capital stock is placed at \$10,000.

Plans are being considered by the directors of the Griffin Equity Elevator Company and those of the Bowman Equity Elevator Company of Bowman, N. D., for the consolidation of the Griffin Elevator and the Bowman Exchange, placing both under one organization.

Incorporation papers were granted the Farmers' Elevator Company of Athol, S. D., on July 19. The company, which has capital stock amounting to \$5,000, was organized by J. E. Knapton, Fred Fleer, John O'Connor, J. D. Prindle, W. S. Brown, Frank Twiss and Thomas Gallup.

Plans have been formed by the recently organized Farmers' Elevator Company of Arlington, S. D., for the erection of a \$25,000 elevator at that point. The directors of the new company are T. Converse, Martin Peterson, Charles Sederstrom, W. Bennett, Frank Morhor, Hans Simons and F. C. Wetterberg.

SOUTHERN AND SOUTHWESTERN

The Guthrie Milling Company of Fairmont, Okla., expects to build an elevator.

The Ashwood Roller Mills of Ashwood, Tenn., will build a grain elevator there.

The McQuady Grain Warehouse of McQuady, Ky., has been organized with capital stock of \$1,500.

The Weinmann Milling Company of Little Rock, Ark., are reported to construct a grain elevator.

A large elevator is to be constructed at Hattiesburg, Miss., by the Merchants' Grocery Company.

E. W. Sibley and S. W. Hogan have commenced the erection of a mill and elevator at Prague, Okla.

The 35,000-bushel elevator of the Electric Sanitary Mill at Woodward, Okla., has been completed.

The Amarillo Mill & Elevator Company of Amarillo, Texas, has sold the milling property at that point.

A corn elevator of 10,000 bushels' capacity is being built at Ocala, Fla., by Louis R. Chazel & Sons Company.

A 12-horsepower engine has been installed in the elevator of the Farmers' Elevator Company of Warner, S. D.

D. B. Harrison and B. F. Swindle have made arrangements for the erection of an elevator at Rose-dale, Okla.

The Panhandle Grain Company has purchased the property of the Star Mill & Elevator Company of Amarillo, Texas.

It is reported that J. D. Parrott and F. B. Cockrell of Jerseyville, Ill., are erecting a grain elevator at Little Rock, Ark.

A new elevator is under course of construction at Sentinel, Okla., to be operated by the Orient Coal & Grain Company.

Incorporation papers have been granted the Val-dese Roller Mills at Valdeese, N. C., to conduct a grain and milling business.

The New Haven Mill Company's elevator and mill at New Haven, Ky., was recently purchased at public auction by Arthur Cummins.

The Miami Feed & Flour Company, of Miami, Okla., has just recently completed the installation of a large capacity corn sheller and cleaner, two new dumps, elevator legs, and a manlift at its

grain elevator. An uptown office has also been established by the same firm.

The Scott Brothers Grain Company has been incorporated at Fort Worth, Texas, to conduct a wholesale and retail grain business.

Mr. Lindsley has completed plans for the erection of a grain elevator at Bernice, Okla., a point on the Missouri, Oklahoma & Gulf Railroad.

The Okemah Grain Company of Okemah, Okla., composed of E. W. Sibley and S. W. Hogan, expects to erect a new elevator at once.

The 30,000-bushel elevator and the 200-barrel flour mill of the Gage Roller Mills located at Gage, Okla., has been sold at public auction.

The Capron Mill & Elevator Company of Capron, Okla., has completed arrangements for the construction of a 20,000-bushel elevator there.

W. A. Thomson & Co., of Louisville, Ky., are working on plans for a concrete or steel elevator with a capacity of from 300,000 to 400,000 bushels.

L. C. McMurtry, connected with the McMurtry Grain Company of Pampa, Texas, has purchased elevators at Pampa, Hoover and King, Texas.

A site has been bought by the Interstate Milling Company of Charleston, S. C., on which to erect a 50,000-bushel elevator at an estimated cost of \$60,000.

G. B. R. Smith of Sherman, Texas, is the present owner of the grain elevator at Howe, Texas, having recently purchased it from the Paul Bean Grain Company.

Plans have been made by the proprietors of the elevator plant at Kress, Texas, for the erection of an elevator with a capacity for 10,000 bushels at Tulla, Texas.

In order to meet the requirements caused by recent weather conditions, Harry Fruechte-necht has ordered a grain drier to be installed in his elevator at Louisville, Ky.

The Chelsea Mill & Elevator Company's plant at Chelsea, Okla., has been leased by U. S. Jeffries. Both buildings have been overhauled and the elevator capacity doubled.

Capitalized at \$5,000, the Cleora Grain Company has been organized at Cleora, Okla., by Earl M. Work, of Perkins; Oscar Dow of Okarche and Carl Rogers of Cleora.

A contract has been let by the Cator & Douglas Grain Company of Texhoma, Okla., for the construction of a modern well-equipped 15,000-bushel elevator at that point.

Plans are being drawn up for the Alachua Elevator & Grain Company of Gainesville, Fla., for a grain elevator and produce storage warehouse to be complete by September 1.

The operation of the newly erected 10,000-bushel elevator at Blair, Okla., will be started in the near future by its proprietor the Black Grain Company, located at Hollister, Okla.

A 90-horsepower boiler has been installed in the elevator and mill of D. L. Harper at Pawnee, Okla. He has also constructed a new engine room and remodeled the entire plant.

The elevator property of J. H. Pruitt at Lindsay, Okla., has been enlarged and improved by the construction of a new concrete foundation and the installation of a patent dump.

The elevator and foundry property at Wagoner, Okla., has been purchased by J. A. Orton. He will remodel the buildings into a 20,000-bushel elevator and a 75 or 100-barrel flour mill.

W. A. McAtee, W. P. Jones and M. W. Donahan of Davidson have filed articles of incorporation for the Jones Grain Company of Davidson, Okla. The capital stock of the firm is placed at \$2,000.

The citizens of Newport, Ark., are contemplating the erection of a grain elevator and are in the market for machinery. Information may be obtained from H. E. L. McCollum, secretary Board of Trade.

J. E. Clinkscales is president, R. E. Burris vice-president, and E. H. Richards, the secretary and treasurer of the Carolina Grain & Elevator Company of Anderson, S. C. The capital stock of the firm is \$8,000.

CANADA

An elevator is being constructed at Empress, Sask., by the Lake of the Woods Milling Company.

Hogg & Lytle who conduct a grain business in the Royal Bank building, Toronto, Ont., expect to build a grain elevator at Manor, Sask.

Arrangements have been made by the Ogilvie Flour Mills Company, Ltd., of Fort William, Ont., for the construction of an addition to its elevator.

The Federal Elevator Company expects to erect another elevator at Kerrobert, Sask., since the Alberta-Pacific Grain Company has purchased its old one.

The advisability of submitting a by-law to the rate payers, to authorize \$300,000 for the construction of a modern concrete elevator of 1,000,000

bushels' capacity at Owen Sound, Ont., is under consideration of the Owen Sound Town Council.

The Maple Leaf Milling Company has closed down its elevator and mill at Port Colborne, Ont., to make some necessary repairs and to do some overhauling.

Construction work has been started on the big government elevator at Vancouver, B. C. The building permit was issued for \$700,000. The structure will have a capacity of 1,300,000 bushels of grain and when completed will have cost \$1,750,000.

The Alberta Farmers' Co-operative Elevator Company, Ltd., has made arrangements for the erection at Lomond, Enchant, New Norway, Huxley, Sedgwick, Travers, Lavoly, Vermillion and Aldersyde, Alta., Canada, of 35,000 bushels' capacity each.

A contract has been let by the Harbor Commissioners of Montreal, Canada, for the erection of a new grain elevator to cost \$750,000 with a capacity for about 1,500,000 bushels. Nearly 18 miles of concrete posts must be driven before the base of the structure can be laid.

FOREIGN GRAIN NEWS

Austria is to confiscate the grain crop this year, not because the harvest is insufficient, it is alleged, but to prevent high prices and undue speculation.

Harvesting in Spain is handicapped by labor shortage, great numbers of workers having gone to France to take the place, at higher wages, of those who have gone to the front.

The Swiss Department of Public Economy has formed a commission of experts to study the culture of cereals with the intent to create a government monopoly of all imports of grain.

Japan's crops of wheat, rye and barley show an increase this year of 7 per cent over last season, and 4.3 per cent over the normal crop. The total yield for the three cereals is estimated at 112,784,939 bushels.

The French Chamber of Deputies has appropriated \$24,000,000 for the purchase of wheat and flour to be used exclusively in feeding the civilian population. A bill to confiscate the entire grain crop of the country was decisively defeated.

The reports of the Russian harvest continue most optimistic. A magnificent crop of all grains is assured. The difficulty of export has kept prices from becoming exorbitant in spite of the generally increased domestic demand. Under the vodkaless regime the peasants are eating more and better food and are able to pay for it.

Germany has been divided by the War Grain Company into small districts. The crops are harvested by the district management and are requisitioned as soon as they are cut for the particular district. If there is a surplus in any one district it will be sent to the nearest district which is short. In this way minimum transportation will be attained and a great saving made over the method used last year.

The harvest of both barley and wheat in Tripoli is now finished. The barley crop was the most abundant in many years. Unfortunately native uprisings interfered greatly with gathering. At certain points whole areas were burned to prevent the ripened grain falling to the sickles of the rebels, who, on the other hand, more frequently gained possession and carried all away, thereby, it is said, gaining supplies sufficient for two years. In consequence of all this arrivals in the Tripoli market have failed to reach expectations, and prices have ranged from 21.50 to 26.50 lire per 100 kilos (\$41.50 to \$51.50 a metric ton of 2,204.6 pounds), or about 35 per cent above last season, when the crop was deficient. Wheat, the less important cereal, has been similarly affected, and now sells for 53.35 lire per 100 kilos, or about \$103 a metric ton.—Consular Report.

Our consuls in the various Chinese provinces are diligent in sending to the Government reports of conditions in their territories. A recent one from Chungking states wheat is the principal cereal exported. Much of the land which is now given over to that grain was used a few years ago for the cultivation of opium. As the opium crop diminished, the cultivation of beans, peas, wheat, sorghum and rape advanced to such an extent that there was usually a surplus for exportation to other provinces. These articles are consumed, also, to a much greater extent locally than before. There is a constantly increasing demand for native flour, and the establishment of modern flour mills is under contemplation. A great quantity of wheat is grown in northern Szechwan and is carried overland to the provinces of Shansi and Kansu. This does not figure in the foregoing statistics, but is no doubt larger than the amount which passes through the Maritime Customs. Wheat in Kansu and Shansi is consumed to an equal if not greater extent than rice. Wheat is a much more dependable crop than rice, since it requires much less moisture. For this reason many farmers whose rice crops suffered

through drought have taken to the cultivation of wheat.

German prisoners in France are being used to assist in harvesting the crops. The men are paid about \$10 per month in addition to their board and lodging, which conform to the regulations at the regular detention camps.

GROWING WITH THE BUSINESS

When a small girl outgrows her dresses the hem is let down; Thanksgiving dinner causes a lateral expansion necessitating unbuttoning the vest; but when an elevator has to expand it is done by raising the roof. At least that is the way that G. G. Black, of Hollister, Okla., is providing for the increase in business which has come to him since he erected his elevator in the town. The big crops of the Southwest last year caused many houses in that region to groan with the wealth of grain that was forced into them, and among the number was Mr. Black's elevator. And the enlarged capacity will no doubt be needed, for the prospect of another bumper crop in Oklahoma is excellent.

When it was built the elevator was only 24 feet high, but 10 additional feet are being added in the manner shown in the illustration. It is equipped with a No. 4 Invincible Cleaner and a Bowsher Feed Grinder, a sacker and an automatic scale with a capacity of 1,000 bushels per hour. The power is



ENLARGING THE BLACK ELEVATOR, HOLLISTER, OKLA.

derived from a 15-horsepower Fairbanks-Morse Oil Engine, a type in that section of the country can be operated very economically.

THE OATS OF THE SOUTH

It is not often that the dependence of our state, or section, or country, on outside supplies is brought home so prominently as this year, when the laws of Mars took the place of those of Apollo. The United States found itself bereft of many commodities which we have been buying abroad, although for most of them a source of supply is at hand. In like manner the South has been forced to do without a large part of its accustomed grain supply, because the loss of their cotton market denied them the necessary cash.

The Northern shippers who have supplied the South with feed grain in former years, have been under the necessity this year of making new avenues of trade or of remaining idle. The Southern feeders have used grass and roughage or sold their stock.

It has been long pointed out by agriculturists in the South that diversified farming would afford protection to the entire section, as well as a degree of independence they are far from feeling at the present time. Oats is a fair example of a necessity which is largely imported, although native to the section and a good investment from the economic standpoint. In 1912 the cotton states, including Tennessee, had 4,140,000 acres of oats which produced 97,000,000 bushels. In the same ratio it would require 7,898,000 acres of oats to supply the needs of the section, or nearly twice as much ground as

Some of the individual states in the group are far below the average for the South. Louisiana has only 45,000 acres. To feed her horses and mules 412,926 acres of oats are required. Alabama has 325,000 and needs 571,875 acres, and North Carolina has 230,000 and could use in her own territory the oats from 523,125 acres.

CONVENTION CALENDAR

August 27 and 28.—New York State Hay Dealers' Association at Rochester, N. Y.

September 4, 5 and 6.—Annual Outing of Indiana Grain Dealers' Association and Indiana Millers' Association at Lake Maxinkuckee, Ind.

September 15 and 16.—Michigan Bean Jobbers' Association at Ann Arbor, Mich.

October 11, 12 and 13.—Grain Dealers' National Association at Peoria, Ill.

HAY BOOSTERS BUSY

The boosters of the National Hay Association are out with their war paint and tomahawks and any dealer in hay who wishes to escape their importunings will have to take to the block house and bar himself in.

There probably are some benighted dealers who refuse to see benefit in association work. We do

no exception and the indications are that the number present will break all records.

Lake Maxinkuckee is a beautiful place to spend a holiday; the post office is Culver, and the Palmer House, headquarters for the gathering, has ample accommodations at popular rates. Indiana dealers, and all those who do business with them, will miss a treat and an opportunity if they stay at home.

ILLINOIS ON THE INCREASE

If the Illinois Grain Dealers' Association can keep up the good work in the membership campaign which was reported last month, a new record for the year will certainly result. Fourteen new members were secured, and of the fourteen nine of them are shippers.

While receivers are a welcome and necessary part of the state association, the organization is primarily for the country shippers and upon their interest and co-operation the real strength of the association rests. It was the lack of unity among shippers, due to the isolation of many stations, and the resulting incoherence in the grain business that called the state organization into being. Get into the spirit of *E pluribus unum* and see if you can't secure the membership of your brother dealer down the line.

KANSAS ASSOCIATION TO BE PROTECTED

If the Kansas Grain Dealers' Association, individually, follows the suggestion of Secretary Smiley in regard to proving up on shipping weights, the members will be protected against the refusal of western railroads to accept claims of loss in transit unless a leak report is included in the papers submitted. The remedy suggested by Mr. Smiley might well be followed elsewhere, where similar conditions exist. He reports and recommends as follows:

"Practically every freight claim agent in western territory is now refusing to consider claims for loss in transit, unless papers in support of claim are accompanied by leak report. As many cars originating in Kansas and Nebraska are unloaded at interior points, where little attention is paid to the physical condition of cars upon arrival and even where the destination is at some point where the different Boards of Trade maintain departments, we have reason to believe that many cars are repaired in transit by country shippers and train crews of which no record is kept and if kept is not available to the shipper. We would suggest that in order to establish a cut-off in your house at least once a month, and if this can be done every two weeks it would be better, and check your in, or wagon weights, against your out weights. This should be done in order to satisfy yourself that you have loaded out the amount of grain claimed, and this record will enable you to place in the hands of the claim agent positive evidence that loss occurred while cars were in their possession. With such evidence in your possession, you can usually secure settlement without litigation. We would further suggest that every shipper finding a car leaking promptly advise this office, giving the car number, initial, location of leak and contents of car. A record will be kept in this office of all such reports received, and a bulletin issued monthly to members, giving this information. We believe that if this is done many claims that are now refused by claim agents will be paid on presentation of this evidence."

NORTH AFRICAN BARLEY

By far the most important cereal crop produced by Libya, the Italian colony in North Africa, is barley, as it is the favorite food of the people and valuable as an article of export, owing to its malt-making qualities. To the natives of this district the failure of the barley crop is more or less a vital matter. However, there has been no great crop since 1907. This has been due since 1911 to restricted planting, owing to an unsettled condition among the people following war disturbances.

According to consular reports, the total barley area in Tripoli during the period from March, 1909, to March, 1910, was 89,335 acres, and in Cirenaica, the other Italian province, 273,450 acres; the yield was 2,279,673 bushels and 3,697,453 bushels respectively, a total for what is now Libya of 362,785 acres and 5,977,126 bushels. This is said to have been a normal season. During the same period only about 58,000 acres were cultivated with wheat and some 7,000 devoted to millet and rye.

not believe that they are readers of this journal. The reports of meetings, no matter how complete, fail to give an adequate idea of the work done by live associations during the year. If these doubting Thomases could be put on the executive committee or the board of directors they would soon find that the association meant something more than attending a convention and wearing a badge. The interests of every member are under constant watch and care.

TRAFFIC LEAGUE AT TOLEDO

The National Industrial Traffic League, which considers all traffic problems, many of them of vital interest to the grain trade, will meet at the Hotel Secor, Toledo, September 9 and 10.

National legislation will be the principal subject of discussion, and no one knows better than the shipper of grain how much along this line needs to be done and undone.

ANNUAL OUTING FOR INDIANA DEALERS

Indiana grain dealers and millers have a great little idea. They have much in common and they also have occasional differences. For the last several years they have talked over their agreements and disagreements at Lake Maxinkuckee, where all hands have sojourned with their families for three of the most pleasurable days of the year.

The word has gone forth that the annual outing will be held at the same lake, on which the Culver Military Academy is located, and the date is September 4, 5 and 6. This includes a Saturday, Sunday and Labor Day, so that business need not interfere in the least with a large attendance. No regular business is scheduled, but much actual business is done and friendships are made which yield prolific returns in the future. Every year the attendance increases, the report of pleasure and profit which goes out after the meeting inspiring new adherents each season. This year will be

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

A SEED MAN CHANGES

Editor American Grain Trade:—Will you please change my paper from Beloit, Kan., to McPherson, Kan.? I sold my interest in the Beloit Seed Company, and will have the management of the seed department here in the firm of the Hastriter Produce Company. Yours truly,

B. F. HARMON.

SEED WAREHOUSE REMODELED

Editor American Grain Trade:—We have just finished remodeling our seed warehouse and are installing additional seed cleaners of large capacity, having now three cleaners, two hullers and an Ames Scarifier. Electric motors are being installed to take the place of an old engine used heretofore.

We make a specialty of sweet clover seed and prospects are favorable for a large crop of seed this season.

Yours truly, BOKHARA SEED COMPANY.

COMBINATION HUSKER AND SHELLER
WANTED

Editor American Grain Trade:—We are going to install a small elevator in connection with our grocery business at Hattiesburg, Miss., and we are in the market for a machine that will both husk and shell corn. We are writing some of your advertisers today for prices on cleaners and chop mills, but we particularly desire the combination husker and sheller, which we have never seen advertised anywhere. Yours truly,

MERCHANTS GROCERY COMPANY.

OPTIMISTIC REPORT FROM CENTRAL
ILLINOIS

Editor American Grain Trade:—Central Illinois has had what seems too much rain. This is specially harmful to the harvest, and it has cut out the prospect for corn on some of the low lands. Taken all together I think we have the finest prospect for an all-around crop we have ever known. Oats especially are a phenomenal crop, and we calculate that we have raised nearly two crops in one. They are mostly cut, and will soon be on the market, if we get settled weather.

Yours truly, JOHN H. LLOYD & CO.

NEW EXPORT GRAIN CONTRACT FORM

Editor American Grain Trade:—The special committee of the North American Export Grain Association, appointed to draw up a new form of contract to be used in transacting export business in grain, recently completed their work and submitted the new form of contract blank, which hereafter will govern all export grain business from this continent. For a long time the grain trade in this country had felt that there was no good reason why the members of the trade in London should continue to dictate to them in the matter of banking terms, or in any other matters appertaining to the export grain business between the United States and Canada on the one hand and the United Kingdom on the other. Moreover, traders here came to the conclusion that they should also be the ones to regulate the terms of business with Continental houses, and therefore the new form of contract will be used in dealings of that kind as well.

Because of the dissatisfaction caused by the old London contract, steps were taken to formulate a new contract immediately after the organization of the North American Export Grain Association, which was accomplished about three years ago by representatives of practically every grain export house in this country and in Canada. Prominent among the unpopular features of the old contract required by the rules of the London Corn Trade Association had been the long period allowed to buyers in which to make payments. This at one time had been 60 days, which was later reduced to 30 days, and then to seven days. According to the new contract, payment is to be made in cash in New York. The new contract also embraces clauses which make provision for definite action in the event of war between the United States and other countries, or between foreign countries. Provision is also made for the submission of all disputed points to arbitration in accordance with the rules

of the New York Produce Exchange. Finally, the contract is to be regarded as having been made in New York City and to have been performed there, all correspondence to the contrary notwithstanding. Your truly,

C. K. TRAFTON.

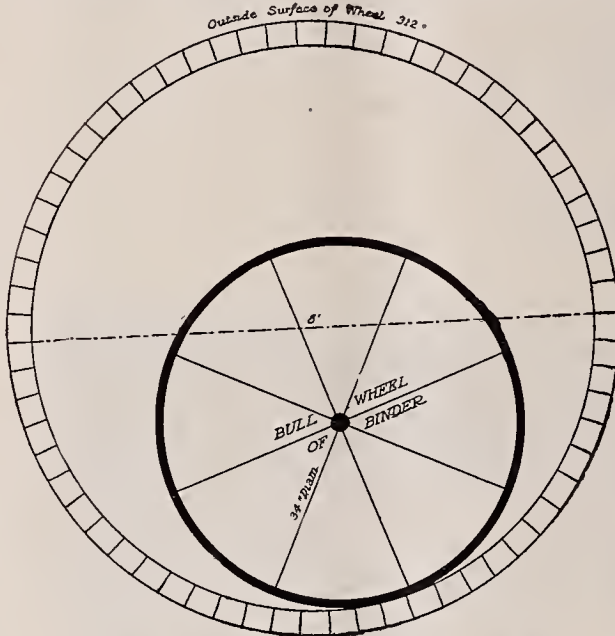
A CORRECTION

Editor American Grain Trade:—In the issue for July 15th, the "Grain Trade" has an item reading: "O. A. Rudning, formerly of Louisburg, Minn., has purchased an elevator at Peever, S. D." The latter part is correct but the former should read: "N. A. Rudning, formerly of Bellingham, Minn."

Yours truly, N. A. RUDNING.

DEVICE FOR SAVING LOWLAND CROPS

Editor American Grain Trade:—I am sending you a diagram of the wonderful machine which an Iowa farmer made for the reaper to aid in cutting and binding the wheat, now standing deep in mud and water. Put it in your valuable paper, as it is a great thing all the way from Sioux City to Council Bluffs. On the Iowa side were valuable crops



A DEVICE THAT SAVED THE CROPS

of wheat and hay that could not be harvested. Now the farmers are getting through the fields of soft mud and water and are doing splendidly. With my own eyes I saw miles and miles of crops ready to be cut with it.

As one of the Sioux City papers expresses it, "the device is a new ark simpler than Noah's, which will ride in waves of mud and save the ripening crop." It is a wheel within a wheel. It operates as a squirrel in a cage, where he practices running up the side of the wheel but never gets to the top. The inventor's thought was to make a wheel large enough to set the binder in it and by drawing the binder forward as a squirrel runs forward in his cage, the big wheel turns under it and the binder runs on a plank road.

The first ark (wheel) tried out was made eight feet in diameter with a 16-inch face and flanges on the side about two inches high. Of course there is no hub and no spokes in this wheel. It is a mere tire, an empty wheel. In it the inventor, William Gibson, a farmer living near Salix, Iowa, used 86 pieces of 2x4s planed so that they would match together in a circle.

These 2x4s were of fir lumber and these were held together by iron bands 3 inches wide and 4 1/4 inches thick. Perhaps four dozen 3/8-inch bolts 2 3/4 inches long were used in bolting the 2x4s to these bands. The cost is less than \$15 and probably will average about \$12.50.

The binder sits inside of this big wheel and the whole turns the corners in a wheat field about as easily and quickly and squarely as if a team was hauling nothing but the binder itself. Meanwhile, it may save work for men and teams, and joy reigns in the lowlands.

As these are improved the whole thing will probably be made of boiler iron and the flanges will be turned up by the same machine and the same motion that bends the iron to the desired circumference of the wheel. All that will be required then will be to rivet the edges. They may be used in every field in the future because it is easier trav-

eling in them than over the best of plowed ground. I think the machine would also do exceptionally well in rice fields.

Yours truly, GEO. C. RULE.

WHY RAILROADS LOSE FRIENDS

Editor American Grain Trade:—The railways having lost out on their attempt to get a charge for "spotting" cars are now trying to put one over by seeking to have us sign a contract to pay in advance every item of cost both for material and labor in the upkeep of our industrial track which has been in use here for forty years. Also that we will assume all liability for all accidents of every sort and kind howsoever caused, and that we will not give their competitor any business, unless its lawful published tariff should be lower. Is it any wonder that railroads are short on friends? The above are just a few samples of what is being asked of us for our own benefit—according to certain Industrial Commissioners. Yours truly,

HOLDEN MILLING & ELEVATOR COMPANY.

NEBRASKA CROP OUTLOOK

Editor American Grain Trade:—Nebraska grain men estimate the Nebraska wheat crop at 10,000,000 bushels greater than it was a year ago when 64,000,000 bushels of Winter wheat and 4,000,000 bushels of Spring wheat was produced. This is largely due to increased acreage.

Much damage has been caused by heavy wind, rain, and hail, the latter being the worst experienced in the state for many years. Large strips of the upland region of the state have been practically ruined by repeated and violent hail storms.

Grain in other localities is much tangled, and difficult to cut because of unusual wet fields. Some farmers are using beer kegs in place of the regular driving wheels of their binders and others use sleds, the machinery in each instance being driven by gasoline power.

In spite of these conditions the crop will be a good one and the quality perfectly satisfactory. Oats crop is a bouncer but corn is backward. The unprecedented cold weather that is still continuing has kept the growth back, and the wet weather of June has kept cultivation so tardy that weeds are bad. But Nebraska corn is always made in July and August and farmers are not in the least discouraged.

Yours truly, T. A. BROWNE.

BOOSTING MILO AND KAFFIR IN TEXAS

Editor American Grain Trade:—An extensive advertising campaign that has for its purpose the bringing to public notice the merits and high value of milo maize and Kaffir corn as a fattening grain for livestock will soon be inaugurated by the growers of these farm products in the South Plains and Panhandle regions of Texas. During the last few years wonderful progress has been made in growing these crops in what was formerly an exclusive ranch territory. Upon many of the farms milo maize is the chief crop, with Kaffir corn a close second. Although the demand for this grain shows a large increase year by year it is still insufficient to meet the enormous yields.

Considerable quantities of milo maize were exported last year and the year before from Texas to European countries through the port of Galveston, the demand for the grain from that source amounting to approximately 500,000 bushels for each of the years. This is but a small part of the available production, however, and it is now planned by the growers and dealers to not only widen the foreign market but to greatly increase the domestic demand, in Texas and other parts of the United States. As a feed for hogs recent tests show that the grain will produce nearly as much live weight in hogs as corn. Its price is usually much below that of corn.

Many of the farmers of western Texas use milo maize or Kaffir corn for fattening hogs and other live stock. The grain, cut stalk and head, is largely used in silos in this region for the manufacture of ensilage. In this form it has high value as a fattening feed. The fact that the value of corn and other feedstuff that are annually imported to Texas is approximately ten million dollars makes it apparent, it is claimed, that there is ample room for building up a home market for milo maize and Kaffir corn. The prospects for an unusually large yield of the grain in the Panhandle and South Plains country this year could hardly be brighter. The crop acreage is probably 15 per cent larger than last year. The rains have been timely and the plants show a splendid growth.

The yield in the Tahoka section was so large last year that some of the farmers were unable to get their crop threshed until as late as May of this year. Many crushing machines which are operated by gasoline engines have been installed. It is claimed that the grain can be fed to better advantage when crushed. Growing milo maize and Kaffir corn is not by any means confined to the farmer. All of the big ranch owners of this region raise large crops of the grain for feeding their own

stock. Upon the Singleton ranch, in the southern part of this county, more than three hundred acres of maize are being grown this season. Feterita is also rapidly coming into favor among the farmers of western Texas. It is drought resisting and gives a large yield.

Yours truly, W. D. HORNADAY.

AN OLD GRAIN FIELD BOUNDARY

Editor American Grain Trade:—When England ceased to be a Roman possession, about the beginning of the fifth century, it by no means lost evidence of the conquerors' stay on the island. The Romans came and saw and conquered and then withdrew, but in their withdrawal they left relics some of which have endured throughout all the intervening centuries.

The accompanying illustration shows a portion of the old Roman wall still in existence at Throckley, about seven miles from Newcastle, England. The original photograph was taken last fall just before harvest time. The wall forms the boundary now of a field of grain as will be seen. It will probably continue to be used for this purpose in



OLD ROMAN WALL AT THROCKLEY, ENGLAND

this charming rural part of Anglia for many years to come, as the Romans built strongly and well.

Yours truly, L. LODIAN.

COW PEAS AS AN EDIBLE PROPOSITION

Editor American Grain Trade:—Through two public documents the attention of the country was directed not long ago to a Southern product concerning which a general description may not come amiss. About a year ago the U. S. Agricultural Department issued a bulletin on the usefulness for human food of the cow pea, and it gave cooking recipes and a description of the many dishes. Then the Georgia Commissioner of Agriculture followed by commending the general eating of the "Black Eye White," and the "Yellow Eye White" species of our field peas, and advocates that on all Southern dinner tables each Wednesday there shall be a dish of these peas.

The dinner table of Southern agriculture has been long acquainted with these peas, whether boiled, or baked, or in the form of hopping-john, regardless as to whether the peas were white with black eye or yellow eye, or whether they were brown, mottled, speckled, gray, black, red, or what not. It is a dish that does not have to be bought, for these peas are already on the farms. For the Southern farmer the selling of these peas is about the only method of bringing in farm money during the Winter time.

Peas contain more nutrients than rice, meal, flour, or potatoes; indeed, they stand next to meat. Just why the colored varieties are considered plebeian, and why on aristocratic tables can only be found the white varieties, I cannot say. The social equation in the matter of these peas has been stimulated perhaps through the naming of certain white varieties, "Little Lady" and the "Gentleman's Pea." The white varieties, with their higher social status, always bring a good premium.

I have spent 18 or 20 Summers in the North, and I have yet to see on a Northern table either colored peas or white peas; yet in my opinion these white peas are more easily cooked, more easily digested, and are far more palatable than the white Yankee bean which is used so universally and continuously and in such large amounts in the North. It is a pity that the North cannot be inducted into the use of our white peas. About my home here, at Augusta, Georgia, are grown large amounts of both the colored and the white peas.

The usual white peas are "Ram's Horn" or "California Early Black Eye," "Large Black Eye," "Little Black Eye," "Brown Eye," "Little Lady," "Conch" or "Gentleman's." The "Little Lady" has a delicate vine, and is the daintiest and the smallest of all this tribe, and is highly prized as a table dish. The "Black Eye" and the "Brown Eye" are the standard table peas of the country, and are sold in almost all grocery houses in the South and in the Eastern states.

Coming rapidly into shipping and growing use, and by far the most promising of all the "Black Eye" white peas, is the new "Ram's Horn." It originally came from California, where it is today a large industry, is a 60-day pea, and if planted in April makes two crops. They are the largest in size and growth of vines than any of the white peas, and quicker to mature; they are sweeter, too, and more sugary. The two ends curve inward, the skin is a little rough. A little larger than the "Little Lady" is the "Conch" or "Gentleman's" pea; planted four by four feet about five pounds per acre, it comes on in July. The pods can be eaten like snaps, or the peas can be eaten dried, or green.

GOVERNMENT CROP REPORT

The Crop Reporting Board of the Bureau of Crop Estimates makes the following estimates from reports of its correspondents and agents as of August 1:

FOR THE UNITED STATES

Crop.	Yield per acre.		Total production in millions of bushels.			
	*1915.	Final.	*1915		1914.	
			August forecast.	July forecast.		Final
Winter wheat.	16.4	19.0	659	668	685	
Spring wheat.	16.0	11.8	307	295	206	
All wheat.....	16.3	16.6	966	963	891	
Corn	26.7	25.8	2,918	2,814	2,673	
Oats	34.9	29.7	1,402	1,399	1,141	
Barley	29.4	25.8	217	208	195	
Rye	17.0	16.8	44	...	43	
Buckwheat ..	22.1	21.3	18	...	17	
Flax	9.5	8.3	18	16	16	
Rice	35.2	34.1	30	30	24	
Hay (tame)						
tons	1.47	1.43	75	...	70	

*Interpreted from condition reports.

WINTER WHEAT

State.	Yield per ac.		Total production in thousands of bus.		Quality.	
	*1915.	1914.	*1915.	1914.	1915.	Av'ge.
New York.....	23.0	8,700	8,100	94	93	
Pennsylvania ..	17.5	22,700	23,747	94	92	
Maryland	16.0	10,200	13,158	92	91	
Virginia	13.6	16,700	11,296	95	91	
N. Carolina.....	10.7	11,300	7,332	91	91	
Ohio	19.5	40,200	36,538	90	90	
Indiana	16.9	46,700	43,239	86	89	
Illinois	19.5	56,100	46,250	86	91	
Michigan	19.7	18,800	17,316	91	91	
Iowa	21.5	11,400	11,016	86	93	
Missouri	12.3	34,100	43,333	78	91	
Nebraska	19.3	69,500	64,172	87	94	
Kansas	14.0	118,600	176,300	80	91	
Kentucky	10.5	8,600	12,540	82	89	
Tennessee	9.8	8,200	11,160	84	90	
Texas	15.5	21,100	14,066	90	84	
Oklahoma	12.6	38,800	47,975	84	87	
Montana	25.0	16,200	11,063	98	94	
Idaho	27.5	10,400	9,322	96	96	
Washington	27.7	31,200	25,440	95	95	
Oregon	21.0	14,000	13,684	90	94	
California	16.0	7,000	6,800	83	91	

United States.. 16.4 659,114 684,990 87.1 91.6
*Preliminary estimate. †Six-year average.

SPRING WHEAT

State.	Condition Aug. 1, 1915.	Forecast, 1915.		Final estimate, 1914.
		From Aug. 1.	Condition. 000 omitted. Bushels.	
Minnesota	90	69,300	42,000	
N. Dakota	95	116,300	81,592	
S. Dakota	98	54,000	30,600	
Washington	90	18,800	16,400	

United States..... 93.4 307,000 206,027

CORN

Pennsylvania	88	63,000	62,178
Virginia	90	57,100	39,380
N. Carolina	83	56,400	57,550
Georgia	84	64,900	56,000
Ohio	86	150,200	142,715
Indiana	86	195,400	163,317
Illinois	83	381,600	300,034
Michigan	74	53,700	63,000
Wisconsin	68	52,100	69,862
Minnesota	56	60,000	91,000
Iowa	72	320,400	389,424
Missouri	71	184,000	158,400
S. Dakota	72	76,300	78,000
Nebraska	77	171,400	173,950
Kansas	76	120,700	108,225
Kentucky	86	113,100	91,250
Tennessee	88	93,700	80,400
Alabama	86	70,700	55,488
Mississippi	81	67,700	58,275
Louisiana	85	51,400	38,600
Texas	82	168,900	124,800
Oklahoma	88	106,400	50,000
Arkansas	84	59,100	42,000

United States..... 79.5 2,918,000 2,672,804

OATS

New York	99	49,300	40,162
Pennsylvania	103	42,600	32,190
Ohio	95	66,200	50,325
Indiana	95	61,500	44,888
Illinois	92	169,800	125,990
Michigan	100	58,100	50,752
Wisconsin	99	93,100	62,100
Minnesota	94	119,500	5,120
Iowa	90	178,200	165,000
Missouri	77	32,500	25,800
N. Dakota	95	80,100	64,904
S. Dakota	100	58,400	44,165
Nebraska	89	67,800	69,600
Kansas	76	48,000	58,960

United States

BARLEY

Wisconsin	96	21,400	18,428
Minnesota	93	38,300	31,694
Iowa	93	10,000	9,350
N. Dakota	94	35,000	28,275
S. Dakota	100	22,600	19,550
Kansas	93	6,500	5,880
Colorado	95	4,000	3,966
Idaho	96	7,900	7,030
Washington	94	6,900	7,098
Oregon	91	4,200	3,660
California	90	41,600	42,060

United States

The amount of oats remaining on farms August 1 is estimated at 4.9 per cent of last year's crop, or about 55,607,000 bushels, as compared with 62,467,000 bushels on August 1, 1914, and 59,417,000 bushels, the average of stocks on August 1 for the five years 1909-1913.

Yours truly, N. L. WILLET.

FIRES—CASUALTIES

Fire destroyed the Crouse Company's feed store at Memphis, N. Y.

Fire consumed the 60,000-bushel elevator at MacLeod, Alta., Canada.

The Farmers' Elevator at Appleton, Minn., was damaged by fire not long ago.

The safe of the Addleman Elevator at West Liberty, Iowa, was robbed of \$25 recently.

Charles Eyler's feed store at Ponca, Neb., was damaged to the extent of \$3,000 by fire.

Fire damaged the hay and grain sheds of the Curly Brothers located at Wakefield, Mass.

M. De Boers' elevator at Pollock, S. D., was struck by lightning and damaged considerably.

The feed warehouse owned by H. F. Bright & Co., at Ashland, Pa., was burned with a loss of \$6,000.

Fire did a damage of \$1,000 to the storage elevator of the Empire Mill at Newton, Kan., on July 18.

Lightning struck the elevator on the Prohl ranch, north of Wildrose, N. D., and completely demolished it.

Twenty cars of hay were destroyed when fire burned the warehouse of Hartel & Martin at Charlotte, Mich.

Fire burned the hay warehouse and about 200 cars of hay at New Durham, N. J., August 1, causing a loss of \$100,000.

The Krum Mill & Elevator Company's plant at Krum, Texas, was consumed by fire. The loss is estimated to be about \$50,000.

The storage warehouse of the Elizabethtown Milling Company of Elizabethtown, Ky., was completely demolished when struck by a bolt of lightning.

Fire consumed the feed and flour warehouse of J. H. Spears at Reynoldsville, Pa., entailing a loss of \$15,000, which was partially covered by insurance.

The elevator of the Saskatchewan Co-operative Elevator Company at Shellbrook, Sask., burned down. Fortunately the building was empty at the time.

The warehouse of J. F. Kemper at Cleveland, Ohio, containing 40 cars of old hay, was consumed by fire of unknown origin at an estimated loss of \$15,000.

On July 23, with losses on building aggregating \$6,000 and on grain reaching \$5,000, fire destroyed the Oswego Seed and Grain Company's elevator at Fredonia, Kan.

The elevator in the vicinity of Crosby, N. D., was set on fire not long ago when struck by a bolt of lightning. The entire building and its contents were consumed.

Lightning struck the grain elevator of the Enterprise Milling Company at Milroy, near Rushville, Ind., on the same spot where lightning struck eight years ago.

The elevators located at Britt, Iowa, owned by Hugh Mullin and Chas. Rawson were burned down with a loss of \$14,000, partially covered by the \$6,000 insurance.

Fire was discovered on July 27 in the elevator of the Ogilvie Milling Company at Seaforth, Ont. The plant contained 20,000 bushels of grain. The blaze was checked before great damage was done.

The Blum Mill & Elevator Company's elevator at Fort Worth, Texas, burned July 29 with a total loss of \$50,000. Twenty thousand bushels of wheat with the building and engine room were totally destroyed.

The grain elevator of Milton Funk, containing about 2,000 bushels of oats and located at Kernan, Ill., was consumed by fire. The carload of grain standing on the Santa Fe tracks was also destroyed by the flames.

On July 20, the Duluth elevator at Davis, S. D. was burned together with about 1,500 bushels of grain. The loss is estimated to amount to \$7,000. It is reported that the Duluth company will not rebuild the plant.

During a severe electrical storm, the Humphrey's elevator at Normal, Ill., was struck and a large hole in the roof about four feet square was torn out. Apparently it was a cold bolt as there was no evidence of fire.

The elevator owned by the Pennsylvania Railroad at Urbana, Ohio, and leased from the railroad company by Ambrose Hagenbaugh and Quinn Yocum, was completely destroyed by fire with a loss amounting to about \$3,000. The fire was of un-

known origin and had gained such headway when discovered that it practically burned itself out.

The elevator property of Morris & Stone, located at Gays, Ill., was consumed by fire, supposed to have been of incendiary origin. The fire took place on August 4 and resulted in a total loss.

John Oyan of Colman, S. D., manager of a grain elevator there, was severely injured when caught in the shaft of the machinery. He was hurled eight feet when released from the gearing and was unconscious when rescued.

It is thought that the fire which practically destroyed the warehouse at Lincoln, Ore., is of incendiary origin. There was no grain in the building, which has a capacity for 24,000 bushels of grain, at the time of the blaze.

The warehouse of the Deacon Lumber Company at Lemoore, Cal., collapsed under the pressure of several thousands of bushels of grain not long ago causing a loss of \$4,000. The structure is to be rebuilt in the near future.

Investigation has been started to determine what caused the explosion which destroyed the big grain elevator at Weehawken, N. Y., on July 15. The elevator, which is of concrete and steel construction, is owned by the West Shore Railroad Company. Several men who were working there at the time were injured and it is said that the damage done is great. The elevator has been handling much grain for export to Europe since the war

started and it is rumored that the damage was the work of a bomb rather than that of a dust explosion. A fuller account will be found elsewhere in this issue.

The W. T. Wilson Grain Company of Nacogdoches, Texas, lost its warehouse containing 20 cars of hay by fire on July 25. The loss on building amounted to \$1,000 and that of stock aggregated \$2,500, fully covered by insurance. The company will rebuild at once.

The hay and grain building of J. H. Karstens & Co., located at Franklin and Erie streets, Chicago, Ill., was damaged to the extent of \$5,000 by fire on July 19. The fire is believed to have been started by some boys who were playing on the second floor.

Five dollars were the only booty obtained by yeggmen who blew up the safe of the B. H. Wess Coal & Grain Company located at Cincinnati, Ohio. The front door of the huge steel safe had been blown up with some powerful explosive, presumably nitro-glycerine.

Slight damage was done to the Farmers' Elevator at Appleton, Minn., by fire not long ago. The fire started in the top of the elevator leg. Damage estimated at less than \$600 was done to the grain as a result of the wetting from the water used in extinguishing the flames.

On July 24, damages estimated at \$26,000 were done in the town of McLean, Ill., by fire. The Aldrich Elevator burned to the ground with a loss of \$15,000, partially covered by the \$6,300 insurance. The building contained at the time of the blaze 2,700 bushels of grain which were consumed at an estimated loss of \$2,250. The office of this same company was destroyed at a loss of \$2,000, which was fully covered by insurance. The fire is thought to have started from spontaneous combustion. The grain company will take steps for rebuilding the elevator immediately and are temporarily located in the Darnall & Spence office.

OBITUARY

Charles C. Miller, a grain merchant of Sugar Creek, Ohio, committed suicide by hanging himself in his barn.

After 15 months' illness, T. R. McCarthy, a member of the Montreal Board of Trade, passed away at Montreal, Quebec.

Jerome Rosman passed away at his home in Eleva, Wis. He was the owner of the Greenleaf grain elevator and warehouse at Greenleaf, Wis.

On July 22, at an age of 73 years, William H. Wyld, a veteran grain dealer of Chicago, Milwaukee and Minneapolis, passed away at Minneapolis, Minn.

On July 22, Miles Young, Sr., aged 70, one of the most prominent grain elevator owners in the vicinity of Winterset, Iowa, shot and killed his wife and then killed himself with a second bullet.

Adolph Luther of Tonawanda, N. Y., died at the Buffalo State Hospital July 29. He had been for 18 years a feed and flour dealer at Tonawanda. He is survived by his widow, five daughters and three sons.

At the age of 47 years, Edward S. Sherer, a member of the Commercial Exchange of Philadelphia, Pa., died at Allentown, Pa., June 30. For many years Mr. Sherer had been engaged in the hay and grain trade.

Fred W. Green of Moose Jaw, Sask., one of the well-known grain men of western Canada, died at Montreal not long ago following an operation. Mr. Green was secretary of the Saskatchewan Grain Growers' Association.

Apoplexy caused the death of H. D. Hayward of Moore-Lawless Grain Company of Kansas City, on July 27. For 22 years he had been connected with the Board of Trade and had at one time operated as the Hayward Grain Company.

James Douglass Parrott, at the age of 68 years, died suddenly from heart trouble at St. Louis, Mo., July 28. Mr. Parrott was for 25 years a prominent grain man of the St. Louis Merchants' Exchange. He was born in Raymond, Ill., in 1847. His widow and three children survive him.

On the 24th of July, Robert Bruce McIntyre of the grain firm of McIntyre, Elston & Co., of Muscoda, Wis., passed away at his home. Mr. McIntyre has been suffering from heart trouble for many years. The last attack was of short duration, lasting but two weeks. Mr. McIntyre was born in Plattville, Wis., in 1851, and when but one

year old moved to Muscoda with his parents. He is survived by one daughter.

Henry Swader was killed when he fell from the top of a 70-foot bin in the elevator of the Hoffman Mills at Enterprise, Kan. His son and another employe, ignorant of the accident, dumped two cars of wheat on the body. After a search had been made and the bin had been emptied of the wheat the body was found.

William James Lindsay, after a prolonged illness, died on July 19, at Winnipeg, Man. Mr. Lindsay was connected with the Matheson-Lindsay Grain Company. He had been a resident of Manitoba for 30 years and was a partner in the firm of Parrish & Lindsay. Six years ago he moved to Winnipeg and since then has been connected with the former company.

The death of William Carruthers of Montreal, Canada, occurred on July 28. Mr. Carruthers was connected with the export house of James Carruthers & Co., of Montreal, Toronto and Winnipeg, and was a member of the Chicago Board of Trade and also of the Montreal, Toronto and Winnipeg Exchanges. He was 35 years old at the time of his decease, and survived by his widow and father.

After being operated on for gall stones and never fully recovering from the shock, Robert Kennedy passed away the latter part of July. Mr. Kennedy was well known in the grain trade of the Pacific northwest and was vice-president and general manager of the Pacific Coast Elevator Company of Portland, Ore. He was born in Canada in 1861. He moved to Portland when the Pacific Coast Elevator Company was sold to the Pacific Flouring Mills Company by the Peavy Grain Company of Minneapolis.

VICTORIA'S record crop is estimated to be surpassed by the next harvest yield by 17,000,000 bushels.

THE latest addition to a wheat threshing outfit is a broad and sharp axe. The farmers of Azalia, Ind., saw that the wheat straws were soaked with the rain of the past few weeks, and that, when these wet straws were taken into the thresher, the grain was soaked completely. By chopping off the heads of the grain close to the top, the necessity of running the wet straw through the thresher was eliminated. It is, of course, more expensive, but the wheat after such treatment is in much better condition to be milled.

TRANSPORTATION

Two thousand steel hopper cars and 50 passenger coaches have been contracted for for immediate delivery by the Baltimore & Ohio Railroad.

The Interstate Commerce Commission has made a ruling whereby the elevation charge of one-quarter cent per bushel against railroads at terminals on the Missouri River is discontinued.

The complaint of the Chicago Board of Trade on grain shipments from points throughout Illinois to Chicago over the Big Four was given a hearing by the Public Utilities Commission of Illinois not long ago.

A hearing is to be given the Interstate Commerce Commission in regard to the proposed advance in lake-and rail rates between Chicago and points west to Buffalo and the East. The date set for the hearing is September 29.

Permission was granted by the Interstate Commerce Commission to the Omaha Grain Exchange to intervene in the case of the Beaver Valley Milling Company against the Atchison-Topeka & Santa Fe Railway Company.

On September 17, a hearing will be given by the Interstate Commerce Commission at Kansas City, Mo., in the matter of the reasonableness of certain advances in the rates on export grain products from Missouri River points.

A new rate of 45 cents on alfalfa meal and hay to Missouri River points and west and 50 cents to Chicago and St. Louis territory, the minimum being fixed at 50,000 pounds, has been published by the Southern Pacific. Formerly the rates were 60 and 65 cents.

Application was made by trans-continental railroads before the Interstate Commerce Commission for a reduction in the present rate of 75 cents per hundredweight from Kansas and Southwestern points to intermediate places in California to 60 cents per 100 pounds.

It has been published that the Union Pacific Railroad will maintain a rate of 50 cents per 100 pounds, on wheat, flour and barley straight carloads from Northern Pacific Coast terminals and intermediate points to St. Louis and Chicago. The present rates are 77½ cents to 80 cents.

The advance in rates on animal, poultry and chicken feed from and to various points west of Pittsburgh and Buffalo, north of the Ohio river and east of the Mississippi on the Baltimore & Ohio and other railroads has been suspended by the Interstate Commerce Commission until November 15.

The Interstate Commerce Commission found the rates over the Missouri Pacific and other railroads on corn and oats in carloads from Iowa to Leavenworth, Atchison, Kansas City and St. Joseph unreasonable inasmuch as they exceed the aggregate of the intermediate rates in effect at the same time to and from Council Bluffs, Iowa.

The proposed withdrawal by the St. Louis & San Francisco Railroad of the rule under which shipments of grain products may be stopped at points in transit and then reforwarded on through rate basis applicable from original shipping point to final destination has been suspended until January by the Interstate Commerce Commission.

A railroad required that the statement "Shippers load and count" appear in a bill of lading. The Interstate Commerce Commission ruled that such a requirement was not unreasonable or an imperfect contract because it presumes that the railroad has no means of counting such freight as mill products and must accept the shippers' statement.

A comprehensive list of the proposed rules, relative to a system of milling-in-transit regulations for Georgia, has been prepared by the State Railroad Commission of Georgia. These same rules will form the basis of the discussion at a hearing set for August 24. All persons interested will be furnished copies of these rules upon application to the Commission and the Commission invites suggestions and criticisms.

Complaint was recently made before the Interstate Commerce Commission by the Southwestern Missouri Millers' Club that by use of intrastate rates on grain to St. Louis and local rates from that point, St. Louis manufacturers could lay down flour at Virginia cities, southeastern Carolina and Mississippi Valley points at a lower freight charge than could southwest Missouri millers. The Interstate Commerce Commission upheld the complaint and ordered carriers to decide whether they will adopt intrastate or interstate rates to St. Louis. In readjusting the rate structure, the rail-

roads are warned not to disturb the relations between rates through St. Louis and through Memphis.

A hearing will be given on September 13 before the Interstate Commerce Commission relative to the Oklahoma-Memphis rates. This case was tried a year ago and a decision rendered against the railroads' attempt to raise rates from Oklahoma points to Memphis from 20 to 22½ cents.

It was held by the Interstate Commerce Commission, pointing out that the rate on wheat from Minneapolis to New York and other points taking New York rates all rail via Chicago and Hillsdale and Litchfield, Mich., is only one cent per 100 pounds higher than on flour, that the aggregate rate of 1.7 cents charged when it is milled in transit at Hillsdale or Litchfield and forwarded thence as flour to New York is unreasonable.

The Milwaukee Chamber of Commerce made a complaint before the Interstate Commerce Commission holding that the rates of the Chicago & Northwestern Railway and other railroads on grain and flaxseed from points in Iowa, Minnesota and South Dakota to Milwaukee were unreasonable and that they subject that city to undue prejudice when compared with Minneapolis. Upon the investigation of the Commission, the complaint was dismissed.

The Southern Pacific Railway has petitioned the Interstate Commerce Commission for permission to publish the rate of 40 cents per hundredweight subject to minimum carload weight of 80,000 pounds, on wheat, oats and rice in sacks, and rate of 50 cents per hundredweight, minimum 60,000 pounds, on alfalfa meal in sacks. These rates to apply from San Pedro and Wilmington to New York, Charleston, Baltimore, Philadelphia and Boston when routed by way of Sunset-Gulf.

The complaint that the general adjustment of rates between Danville, Va., and points in the West, East and South was unreasonable was found, upon investigation by the Interstate Commerce Commission, to be unwarranted. The Commission, however, pointed out that in view of the readjustments in grain rates from the West to points in North and South Carolina, Southern Railway and other carriers will be expected to establish corresponding rates on these articles to Danville.

The Interstate Commerce Commission has served notice to the Baltimore & Ohio Railroad disapproving the proposed increase in rate, which would amount to 1½@2 cents per 100 pounds, from East St. Louis, Ill., applicable via Louisville, Ky., and Cincinnati, O., to southeastern and Carolina territories on grain which had been milled in transit between East St. Louis and Cincinnati. It is held that the change would have discriminated in favor of St. Louis, Cincinnati, Louisville and other competitive points.

All carriers who formerly made allowances for elevation service at Omaha, Kansas City, Des Moines, St. Louis, Cairo, Memphis and other points west of the Mississippi have been authorized by the Interstate Commerce Commission to cancel the same when shipment is destined for Missouri, Kansas, Nebraska, Oklahoma, Louisiana, Arkansas and Texas points. This rule affects only domestic business and does not affect allowances from points named to Eastern, Southeastern, Carolina, Virginia and Mississippi Valley territories.

The Interstate Commerce Commission has a third time suspended the advanced lake-and-rail rates on grain and its products from Milwaukee to eastern trunk line points, which were published to become effective on March 27, 1915, but suspended to July 25, until January 25, 1916. The transportation committee of the Milwaukee Chamber of Commerce has been appointed to investigate the lake-and-rail traffic and to ascertain the effect on Milwaukee shippers of the new ruling, providing for the separation of lake-and-rail lines.

It has been decided by the Interstate Commerce Commission that certain rates on grain and grain products should be established between Kansas points and destinations in Arizona, New Mexico and California. Failure to comply with the above is given as cause for a complaint against the Atchison, Topeka & Santa Fe Railway by the Southwestern Millers' League, representing the Wm. Kelly Milling Company of Hutchinson, Wellington Milling & Elevator Company, Wellington, Halstead Milling & Elevator Company, Halstead, Kansas Flour Mills Company, Wichita, and the Lee-Warren Milling Company of Salina. The above complainants began to sell on the basis of the new rates as ordered and are now asking for reparation on all shipments made between May 1 and October 1, 1914.

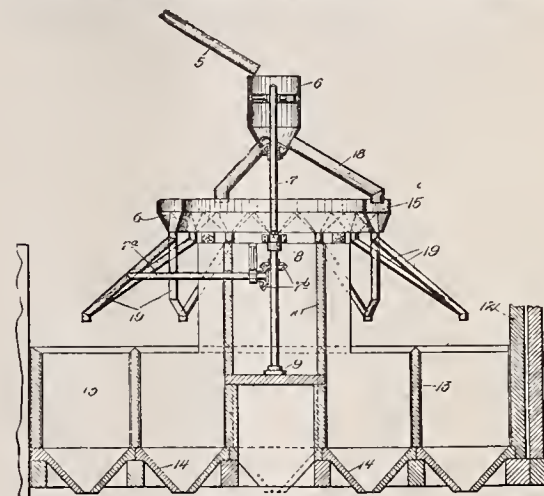
GRAIN TRADE PATENTS

Bearing Date of July 6, 1915

Seed Corn Hanger.—Willis Weaver, near Sealy, Texas.. Filed May 2, 1914. No. 1,145,104.

Apparatus for Mixing or Blending Grain.—William H. Roney, Gary, Ind. Filed September 19, 1913. No. 1,145,215. See cut.

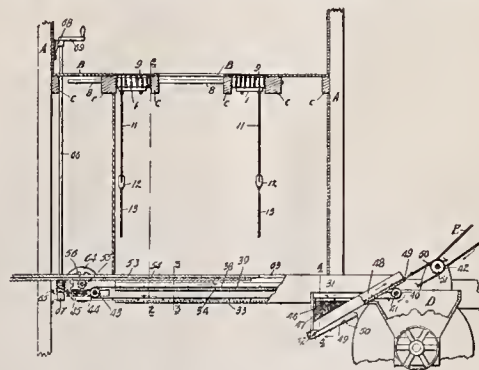
Claim: A grain-blending apparatus comprising a rotary hopper, a stationary arcuate trough divided into



a plurality of compartments, and providing a dividing ridge between each two adjacent compartments, and a spout communicating at its upper end with said hopper and arranged to rotate therewith, the lower end of said spout overlying said trough.

Grain Elevator Wagon Dump and Conveyor Mechanism.—Frederick J. Zimmerman, Athens, Ill. Original application filed May 12, 1910, divided and this application filed September 6, 1910. No. 1,145,223. See cut.

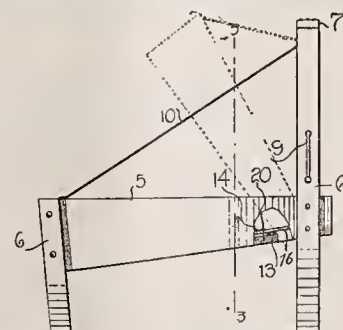
Claim: In a grain elevator dump conveyor mechanism, in combination, a main conveyor trough, a conveyor chain operating in said trough, for carrying grain to a trough, through which box said conveyor chain returns, an auxiliary conveyor trough at one end of



said main conveyor trough, an opening in said chain return box, a slide beneath said opening whereby grain "slobbered" by said main conveyor will be deposited in said auxiliary conveyor, and a conveyor chain in said auxiliary conveyor trough by which the "slobbered" grain is conveyed to its destined receptacle.

Grain Cleaning Machine.—George McCabe, Pocatello, Idaho. Filed February 26, 1914. No. 1,145,154. See cut.

Claim: The herein described grain cleaning machine comprising in combination the following elements, to wit: A stationary receptacle having an inclined bottom wall, said receptacle being closed at one end and open at its opposite end, said bottom wall at the latter end of the receptacle terminating short of the side walls thereof, a discharge chute including spaced paral-



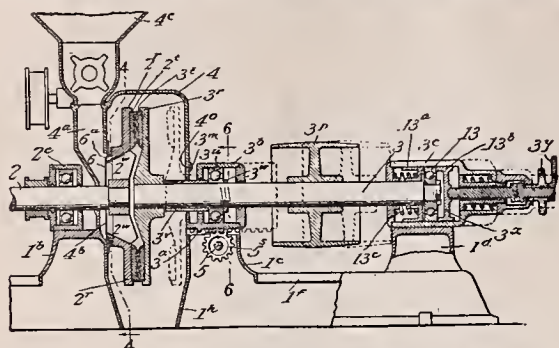
lel side walls, an end wall connecting the side walls at one of their ends, a transverse base member connecting said side walls at their opposite ends, said base member being hinged to the bottom wall of the receptacle at the open end thereof, and a reticulated fabric connected to the side walls of said chute and constituting the remaining bottom portion thereof, the side walls of said chute being pivotally mounted upon the side walls of the receptacle at the open end of the latter and fitting snugly between the same, and means connected to the end wall of the chute to elevate the same and discharge the contents of said chute from the open end of the receptacle.

Bearing Date of July 13, 1915

Grinding Mill.—Simon Snyder, Muncy, Pa., assignor to Sprout, Waldron & Co., Muncy, Pa., a corporation of Pennsylvania. Filed September 13, 1913. No. 1,146,030. See cut.

Claim: In a grinding mill the combination of oppositely disposed grinding disks, a housing in which said disks are mounted, a feed spout for supplying feed to said disks communicating with said housing through an

opening adjacent the eye of one of the disks, an annular flange on said disk adjacent said opening, a sectional sealing ring surrounding said flange, eccentric bolts engaging openings in said sections for adjusting



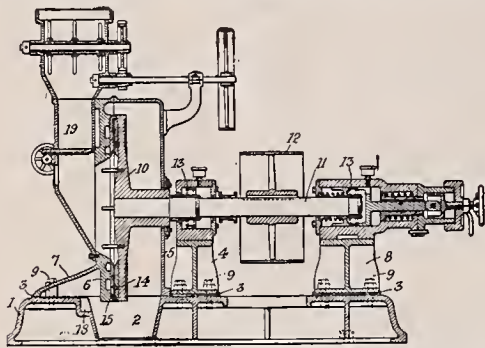
them, and means for clamping the sections when adjusted.

Bean Cleaner and Sorter.—Daniel E. Krause, Sobieski, Wis. Filed June 8, 1914. No. 1,146,174.

Dust Collector.—Frederick W. Lehrack and Edward P. Koehn, Kansas City, Mo. Filed June 27, 1914. No. 1,145,903.

Single Head Attrition Mill.—John S. Sorensen, Muncy, Pa., assignor to Sprout, Waldron & Co., Muncy, Pa., a corporation of Pennsylvania. Filed June 10, 1912. Renewed March 10, 1915. No. 1,146,033. See cut.

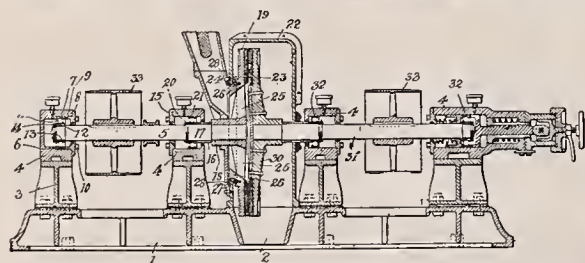
Claim: In a machine of the character described, the combination with a base having opposite axially arranged abutments, of a runner casing supported on said base and having a detachable portion also supported on



said base and fitted snugly between said abutments, said detachable portion being adapted to slide along the base between the abutments when disconnected from the casing, whereby tramming is unnecessary, a runner in said casing, and a grinding element carried by said detachable portion.

Attrition Mill.—John S. Sorensen, Muncy, Pa., assignor to Sprout, Waldron & Co., Muncy, Pa., a corporation of Pennsylvania. Filed July 16, 1912. Renewed March 10, 1915. No. 1,146,034. See cut.

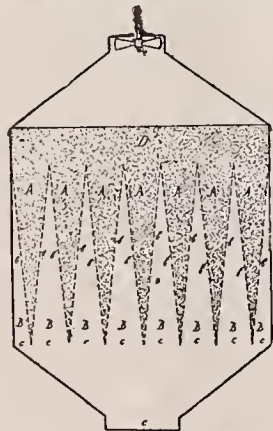
Claim: In an attrition mill the combination with a runner shaft, of a casing having an inlet opening around the shaft, a runner on said shaft within the casing and provided with inlet passages registering with



the opening in said casing, a continuous lateral flange on said runner arranged externally of the inlet passages therein and projecting into the inlet opening in the casing, and a guard ring on said casing adapted to be adjusted radially toward said flange for the purposes specified.

Process for the Drying, Heating or Cooling of Grain, Fruits and Other Agricultural Products.—Gerardus Hendrikus Stroband and Johannes Hendrikus Stroband, Amsterdam, Netherlands. Filed November 10, 1914. No. 1,146,458. See cut.

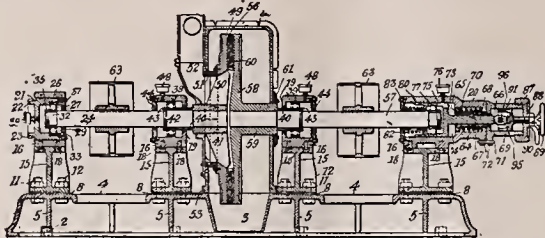
Claim: The combination with a casing provided with



an inlet opening at its lower end and an outlet opening at its upper end, of a foraminous partition extending across said casing and forming a plurality of acutely wedge-shaped bags extending for the greater part of the height of the casing body and adapted to receive material to be dried, said bags having between them acutely wedge-shaped upwardly extending air spaces opening toward the inlet.

Attrition Mill.—John S. Sorensen, Muncy, Pa., assignor to Sprout, Waldron & Co., Muncy, Pa., a corporation of Pennsylvania. Filed April 7, 1911. No. 1,146,032. See cut.

Claim: In an attrition mill the combination of supporting pedestals having bearing seats formed in their upper ends, bearing shells rigidly secured in said

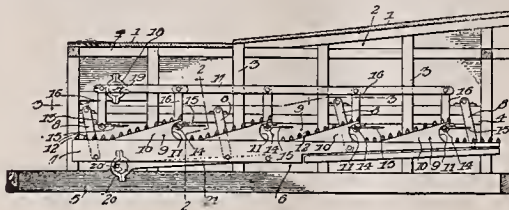


sheets, bearings mounted slidably within the shells, and a shaft extending through the shells and mounted in said bearings.

Bearing Date of July 27, 1915

Straw and Grain Separator.—John Zieber, Drummond, Okla. Filed September 10, 1914. No. 1,147,911. See cut.

Claim: The combination with a straw shaking rack including a pair of longitudinal side bars, longitudinal series of triangular side walls rising therefrom and having their hypotenuses inclined in one direction, transverse slats having their ends secured to said hypotenuses, and a frame in which said rack is mounted



to reciprocate, of a number of transverse rock shafts having their ends journaled on the frame, said shafts being located in the angles between the altitudes and hypotenuses of adjacent side walls, rigid shaker fingers projecting longitudinally from said rock shafts and overlying certain of said slats, means for reciprocating said rack a predetermined number of strokes in a given time, and other means for oscillating said rock shafts a greater number of times in said given time.

Machine for Treating Grain.—Charles R. Harless and Jasper N. Harless, Dayton, Wash. Filed July 17, 1914. No. 1,148,087.

Grain Bag.—Frederick G. Logsdon, Davenport, Wash. Filed March 26, 1913. No. 1,147,876.

Grain Car Door.—Norman C. Vidal and John A. Mathers, Grénfell, Sask., Canada. Filed May 1, 1914. No. 1,148,064.

Storage Bin.—Emanuel E. Norquist, Kansas City, Mo. Filed May 17, 1915. No. 1,147,967.

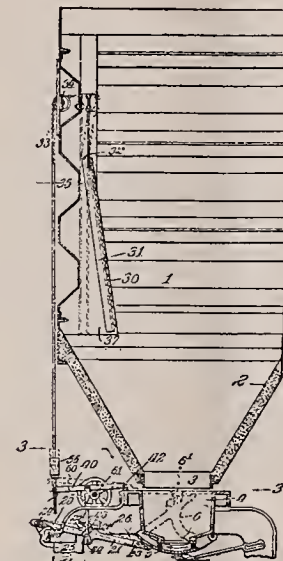
Bearing Date of August 3, 1915

Grain Car Door.—Carl F. Rakow, Wheatland, N. D. Filed February 12, 1914. No. 1,149,080.

Bean Sorting Machine.—Anton Ejner Johnson, Cambridge, Minn. Filed January 19, 1914. No. 1,148,589.

Feed Control Device for Automatic Weighing Machines.—James Alexander Jamieson, Montreal, Quebec, Canada. Filed February 28, 1912. No. 1,148,845. See cut.

Claim: In a device of the character set forth, the combination with a scale hopper and a garner having an opening for delivering material to the scale hopper, of a gate for closing such opening, a toggle link locking



device applied to such gate and comprising a pair of toggle links adapted to assume substantially dead center position when the gate is closed and means adapted to be actuated by the material within the garner for controlling the locking device.

50c to \$1.00 Per Barrel More Profit

You can make it with this

**"Midget" Marvel
Mill**

Other millers have done it.
This book tells you. Write for
it. It's yours for the asking. →

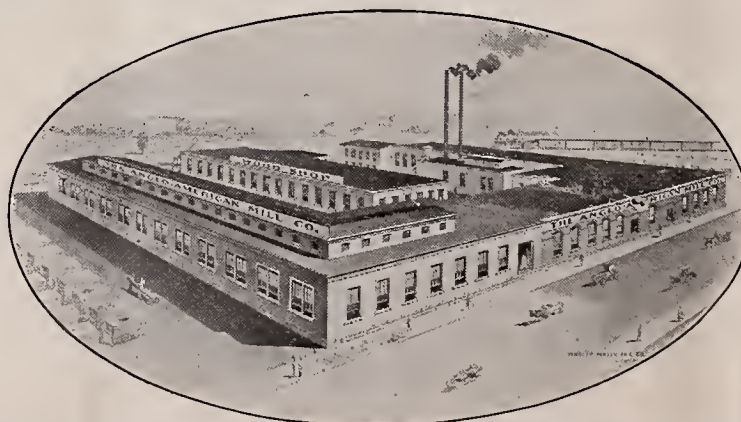
What Mr. Dunwoody Did

He bought a 25-barrel "Midget" Marvel Mill two years ago and installed it at Jasper, Tenn. Made good from the start—good flour and good money. So good that he bought a 50-barrel "Midget" Marvel for Whitewall, Tenn. Then bought a new 50-barrel mill for Jasper. The 25-barrel mill he moved to another place—write him, he'll answer.

This big factory you see here is devoted exclusively to the manufacture of the "Midget" Marvel Mill and accessories. Its drafting department—experienced millers and millwrights are at your command to design a new mill or make changes in your old. Have us tell you all about this service and this money-making "Midget" Marvel Mill.

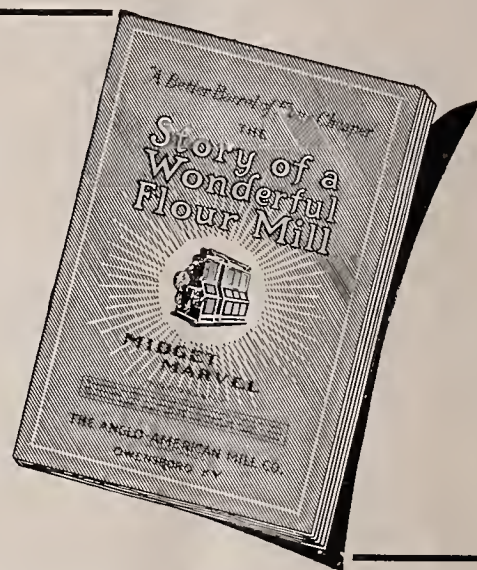
ANGLO-AMERICAN MILL CO., Inc., 445 4th STREET, OWENSBORO, KY.

Where the
"Midget"
Marvel
is Made.



Built by
"Midget"
Marvel
Orders

Grinding tests are being conducted by Mr. J. T. Lawler at the San Francisco Exposition in the Palace of Food Products Building, S. E. Corner Court Place, with "The Baby Midget" and three "Midgets" on exhibition.



HAY, STRAW AND FEED

E. Crate & Son have opened a retail feed and flour store at Rice Lake, Wis.

A new feed store is being established at Iowa City, Iowa, by Will and Fred Miller.

A brick addition for storing hay is being erected by W. F. McAleer at Parsons, Kan.

Robert Grah's feed store at Chester, Ill., has been disposed of by him to R. F. Bilderback.

Carl R. Palmer is now in possession of the feed business of Ryan & Palmer at Honor, Mich.

The Luster Feed & Coal Company of Granite City, Ill., has been incorporated, capitalized with \$5,000.

The feed and flour business of C. H. Eyler at Ponca, Neb., has been purchased by O. L. Newton.

The elevator of the Altus Alfalfa Milling Company at Altus, Okla., has been overhauled this season.

The wholesale feed store of H. G. Smith, located at Rockport, Texas, has been purchased by J. S. Sparkman.

A branch store has been opened at Irwin, Pa., by H. Altuman & Son, flour and feed dealers of Manor, Pa.

The feed store at Cadiz, Ohio, formerly conducted by Rogers & Hines, has been sold by them to the Cadiz Feed Company. This company consists of

elevators and has floor space amounting to 8,000 feet.

Hardy Brothers were organized at Niagara Falls, N. Y., to conduct a feed and flour business. The incorporators are R. Dempster and G. L. Hardy.

C. D. Lusk and R. C. Lamb have dissolved partnership and the feed and flour business conducted by them at Excello, Mo., is now under the control of C. D. Lusk.

A new company has been formed to conduct a feed business at Cairo, Ga., under the firm name of the Cairo Feed & Brokerage Company. The new firm is composed of G. R. Hardy and Robert P. Wight.

The hay and grain firm of Early & Daniel Company of Cincinnati, Ohio, has arranged for the construction of a hay warehouse at Sixth and Harriet Streets. It will be of brick and concrete construction 43x114 feet.

SOLDIERS IN THE HAY FIELDS

The harvests of Europe are being gathered largely by women, old men and boys. Most of the countries use prisoners to some extent, either paying them for their labor or so improving their conditions of living that they are glad to do the work. In addition to these workers soldiers in many

as they are actually required for harvesting. The employment of soldiers in the harvest will be subject to the conditions that suitable labor cannot be obtained in the locality, that farmers in the Eastern counties will pay 6/ a ten hours' day if the soldier provides his own board and lodging, or 4/6 a day if board and lodging are provided by the farmer, and 6d. an hour for overtime, and that farmers in the remaining counties in England and Wales will pay 5/ a day and 3/6 a day, and that the farmer will provide conveyance from and to the nearest railway station. No charge will be made to the farmer for railway traveling expenses. Every endeavor will be made to ensure that the men released have been accustomed to harvest work, but no guarantee to this effect can be given, and if a farmer wants his son or one of his former laborers, efforts will be made to arrange accordingly."

ST. LOUIS HAY MARKET

Toberman, Mackey & Co., of St. Louis, Mo., write August 9: "The receipts of timothy hay ran light nearly all last week and are very light all around today. There is a scarcity here of high grade timothy, and a good stuff that is in good cool condition is very scarce and higher in prices. The outside demand is taking the medium and lower grades of timothy at last week's prices. It is our opinion that this high grade stuff is going to be scarce and higher all week. The medium and lower grades will remain steady."

On July 19, J. W. Hare, the feed man of Austin, Minn., commenced business in his new headquarters in that town.



ENGLISH SOLDIERS ON FURLOUGH HARVESTING HAY

Mr. Rogers of the former company, L. C. Peoples of Cadiz, and Charles Lattimore of Canton.

The new flour and feed warehouse at Glen Haven, Wis., to be operated by Walz Brothers, is nearing completion.

The Citizens' Fuel & Feed Company was organized to conduct a business at Cairo, Ill., by Charles O. Patier and others.

E. S. Major has taken control of the feed, flour and produce business at Helena, Okla., formerly owned by D. Packard.

The feed and flour business of the McCormick Lumber Company at Fairchance, Pa., has been purchased by George E. Evans.

William Frank has planned to remodel his old hay and grain and feed warehouse at Jefferson, Wis., and build a new addition.

The feed business of Wm. E. Overstreet Grain Company was taken over by the Hayes-Thomas Grain Company of Little Rock, Ark.

The old planing mill at Suisun City, Cal., is now occupied by K. C. Keene. The building provides ample room for his hay and grain business.

William McNamara & Co., expect to conduct a feed business at Jacksonville, Ill. The building rented has a floor space of 110x50 feet by 90x30 feet.

The Southern Feed Company of Miami, Fla., is now occupying its new headquarters at Thirteenth street, just west of Avenue O. The new building is of reinforced concrete and is 50x117 feet in size. It is equipped with the most modern appliances and

of the armies are allowed to go home on furlough, whenever possible, to help with the harvest. The accompanying illustration shows English soldiers in the hay fields. The English arrangement is described in the *Corn Trade Journal* as follows:

"The Board of Agriculture and Fisheries have been informed by the Army Council that in view of the possible shortage of agricultural labor harvest furlough will be given at the discretion of the military authorities to a limited number of soldiers of the regular and territorial forces for work in the harvest as circumstances may permit. The furlough granted to such soldiers will last only for such number of days not exceeding four weeks

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If you have Hay we want it—if you want Hay we have it. We have unequalled facilities, the largest established trade and outlet. Liberal advances on consignment. Kansas City handling charges the lowest, service the best.

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FIELD SEEDS

A seed warehouse is to be erected at Louisville, Ky., by Hardin, Hamilton & Lewman.

The Rochelle Seed Company plant at Rochelle, Ill., has been closed down for a short time.

The Idaho Seed & Produce Company has established a seed warehouse at Kimberly, Idaho.

The Wright Realty Company of Orlando, Fla., is succeeded by the Orlando Seed & Produce Company.

The Russell-Walker Seed Company was recently incorporated at Memphis, Tenn., to deal in field seeds.

G. M. McKee is the manager of the recently organized Clarinda Seed & Feed Company of Clarinda, Iowa.

The Sloan Seed Company has been incorporated by F. C., J. E. and D. L. Sloan to do business at Palo Alto, Cal.

The capital stock of the A. A. Berry Seed Company of Clarinda, Iowa, has been increased from \$75,000 to \$150,000.

The building owned by Charles T. McIntosh at Charleston, S. C., and used for storing seeds and feeds has been enlarged.

Arrangements have been made by John Baumann of Niles, Mich., to have his business reopened with a complete stock of seeds and feed.

One farmer has already delivered to Healey Bros., of Bellecenter, Ohio, 45,000 pounds of pop corn seed which is a specialty of this firm.

Refusal to submit to arbitration caused the expulsion of the firm of C. A. Aikman Seed House of Eldorado, Kan., from the Kansas Grain Dealers' Association.

H. H. Green and E. V. Tooley have organized at Monroe City, Mo., and are now erecting a two-story brick seed warehouse which they will operate as Green & Tooley.

Permission has been granted to C. S. Brent, Inc., of Lexington, Ky., to have the name of the corporation changed to the C. S. Brent Seed Company, with liabilities limited to \$100,000.

B. F. Harmon has sold his interest in the Beloit Seed Company of Beloit, Kan. He has moved to McPherson, Kan., where he will have charge of the seed department of the Hastriter Produce Company.

"Studies in Oat Breeding," a bulletin issued by the Maine Agricultural Experiment Station at Orono, contains a wealth of information for seed men relative to the breeding and selection of oat seed.

The annual statement of the Henry Field Seed Company of Shenandoah, Iowa, reports sales of seeds for year amounted to \$313,000 and the number of orders taken for season just closed reached 105,000.

The land between the Standard Food Flake factory and the Consumers' power plant at Pewamo, Mich., has been purchased by the Young-Randolph Seed Company. The seed company is planning to build a seed warehouse during the Summer at this place.

The threatened seed corn famine will not materialize if many Mississippi farmers have the results produced by L. W. Lowe of Laurel. He has six acres of corn, every stalk of which bears from five to nine ears. One of the stalks with nine large ears has been exhibited.

The comparative value of wheat and alfalfa seed was illustrated recently at Hutchinson, Kan. A load of wheat was brought in containing 214 bushels, valued at nearly \$300. Shortly afterward a load of alfalfa seed drove up. It contained only 75 bushels but brought \$600 for the load.

The American Seed & Implement Company has been organized at Mobile, Ala., and will take up the business of the English Carriage Company. The company, which will carry a large line of seeds, has for its president E. L. McGowan, vice-president, A. E. Upmeyer and secretary-treasurer, J. M. Schiel.

In the July 15 issue of the "American Grain Trade" the article on page 53, describing The Albert Dickinson Company's big plant in Chicago and its exhibit at the Panama-Pacific Exposition, contained a somewhat misleading sentence. Through an error of the proofreader, the word "all" was omitted from the sentence: "Grass and field seed isn't their business, however." This should have read: "Grass and field seed isn't *all* their business, however." We believe that most readers understand the sentence in its intended meaning,

however, because the fame of the Albert Dickinson Company as a seed house is not merely nation-wide but universal.

Gentry County, Mo., grows more bluegrass seed than any other county in the world. In fact, the county raises more of this seed than any state except Kentucky, and Missouri claims for its seed superiority over the Kentucky product, as much of it is being shipped to that state for mixing to enable the Kentucky product to weigh out.

Announcement has been received from the Bokhara Seed Company of Falmouth, Ky., that that company's seed warehouse has been remodeled, additional seed cleaners of large capacity having been installed. The building is to be equipped with electric motors to take the place of the oil engine. The warehouse is now equipped with three cleaners, two hullers and an Ames Scarifier.

The Hyde Seed Farms of Pattonsburg, Mo., have just issued their new price list which comes with a cover of wheat berries, large, plump, clean and which no doubt is a replica of the wheat seed put out by the Farms, which make a specialty of Red Cross wheat seed as well as handling rye, clover, alfalfa, and grasses of all kinds. Missouri is rapidly coming to the forefront as a center for seeds and this progressive firm, which pays the freight on every shipment of seeds no matter where it goes.

AMPLE SUPPLY OF CLOVERSEED

Reports from the Department of Agriculture show that a larger supply of crimson cloverseed in the Fall of 1914 it seemed as if the seed supply large part of it is of poor quality. Regardless of this condition, the prices are rapidly advancing.

Most of the cloverseed sown in the United States is imported from France and Australia. Although in the fall of 1914 it seemed as if the seed supply would be cut off, the improved trade facilities with France during the Winter and Spring resulted in the importation of 12,000,000 pounds during the

[CONTINUED ON PAGE 127.]

Southern Seeds

Cow Peas, Velvet Beans, Soy Beans, Sorghum, Kaffir Corn, Feterita, Shallu, Teosinte, Japanese Millet, Peanuts, Burr Clover, Japan Clover, Sudan Grass, Rhodes Grass, Natal and Bermuda Grass, Beardless Barley, Fulghum Oats, Abruzzi Rye.

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ALFALFA SEED FOR SALE

Also Millet, Rape Seed, Timothy, Cane, Sweet Clover or anything in the seed line at CAMPBELL'S SEED HOUSE, Dept. C, Seward, Neb.

FOR SALE

Perennial Rye Grass, Italian Rye Grass and Crested Dogstail. Highest grades re-cleaned and tested. C.i.f., U. S. Ports. Samples and offers on request. McCLINTON & CO., Belfast, Ireland.

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We are prepared to book your orders for the following seeds: Alfalfa, Cane, White and Yellow Maize, Kaffir, Feterita, German, Golden, Siberian, Hog Millets, in carload lots or mixed cars. We live in the heart of district where the above seeds grow. Sample sent on request. L. A. JORDAN SEED CO., Winona, Kan.

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Mail Samples for Bids.

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A 10,000-bushel capacity elevator with Fairbanks Dump Wagon Scale, Richardson Automatic Loading Scale, and 12-h.p. Fairbanks-Morse Gasoline Engine. Elevator built last year and of latest type. J. A. & H. C. TENHAEFF, La Prairie, Ill.

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Nebraska elevator of 40,000 bushels' capacity, stone and cement foundation. Ten-horsepower Lauson Gasoline Engine; Barnard & Leas Separator; Richardson Automatic Scale and Howe Wagon Scale. Machinery in first-class condition. Three acres of ground. On main line Union Pacific R. R., in heart of Nebraska's wheat belt. Have other business matters to attend to. Write for particulars to F. A. KIMBROUGH, Shelton, Neb.

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A 50-h.p. Otto Gas Engine. Used 10 days. DAVIDSON & CO., Glasco, Kan.

FOR SALE

Twenty Fairbanks Scale Test Weights, in good condition. Correct seal. D. M. ORCUTT, 2217 Sixth Ave., Council Bluffs, Iowa.

FOR SALE CHEAP

Dickey & Pease Separator in good condition. Want to close it out. For particulars address JOHNSON & FIELD MFG. CO., Racine, Wis.

SCALES FOR SALE

Two 3-bushel Avery Automatics, continuous wares, in perfect shape. Price \$150 each, f.o.b. St. Louis. HOWE SCALE CO., 409 N. 4th St., St. Louis, Mo.

FOR SALE

One 22-h.p. Fairbanks-Morse Engine, \$315; one 25-h.p. Milwaukee, \$285; one 20-h.p. 2-cycle Nash Vertical, \$365. Other sizes and makes also. THE BADGER MOTOR CO., Milwaukee, Wis.

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Feed-mill outfit—too large for locality. Thirty h. p. steam engine and boiler, condition and terms good; also 20-h.p. electric engine, little used. L. Missouri, Box 2, care "American Elevator and Grain Trade," Chicago, Ill.

Miscellaneous
Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FLOUR AND MILL FEEDS

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. ANSTED & BURK CO., Springfield, Ohio.

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FOR SALE—BURLAP BAGS OF EVERY KIND

New or second-hand, plain or printed with your brand; seamless cotton grain bags; sample bags; burlap, cotton, sheeting, or paper for car lining, etc.

Wanted: Second-hand bags; best prices paid. WILLIAM ROSS & CO., 409 N. Peoria St., Chicago, Ill.

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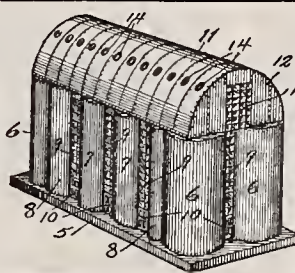
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KANSAS ELEVATOR FOR SALE

Only elevator at good grain station. J. JACOBSON, Formoso, Kan.

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An 80,000-bushel 25-bin steel elevator. BAY CITY RICE MILLING CO., Bay City, Texas.

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WANTED.—To hear from owner of good mill or elevator for sale. Send description. R. G. LIST, 500 Kasota Bldg., Minneapolis, Minn.

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A 25,000-bushel grain elevator, 22 miles from Minneapolis on C. M. & St. P. Railroad, in the village of Lakeville, Minn. The elevator is in good condition, with hopper and dump scales, also a gasoline engine and ticket office. Will sell cheap. Inquire of J. J. HYNES, Rosemount, Minn.

CONTRACT NEED NOT BE SIGNED BY BOTH PARTIES

The Supreme Court of Nebraska heard the case of *Serhant vs. Gooch Milling & Elevator Company* in which Joseph W. Serhant and others bring action against the Gooch Milling & Elevator Company for breach of contract. The petition alleges that the contract was not in writing, but that a memorandum thereof, in the nature of an order for purchase and sale, was made and signed by J. J. Langer, who was agent and was acting as the agent for the defendant. According to previous law the written memorandum of a contract for the sale of goods and chattels for the price of \$50 or more need not be signed by both parties. The requirement is sufficiently met if the memorandum is signed by the party to be charged thereby. The rule that when a condi-

tion is attached to the making of a proposed contract that both contracting parties shall sign the same, and one party neglects or refuses to sign, the party signing is not bound and thereby does not apply where the party who has signed, after discovering the neglect of the other party to sign, ratifies the contract as made and signed, and declares his intention to proceed under it.

In this case a general demurrer to the petition was sustained and plaintiff's action dismissed.

DAMAGES FOR LOCOMOTIVE SPARK FIRE

In the case of *Kennedy v. Chicago, Milwaukee and St. Paul Railway Company* [149 Northwestern Reporter 726], before the Supreme Court of South Dakota, the plaintiff sued defendant railroad company for damages by fire, alleged to have been set out by one of its locomotives, under Laws 1907, c. 215,

attempting to create an absolute liability, and authorizing recovery of double damages under certain circumstances. Plaintiff alleged affirmatively that the fire was the result of defendant's negligence in that the engine was not properly constructed to prevent the escape of sparks, and was out of repair, and recovered a verdict for \$100, on which judgment for double damages was entered, and on appeal the Supreme Court held that the absolute liability provision was unconstitutional, and on further appeal to the Supreme Court of the United States, it was held that the double damage provision was also void. The case was remanded. Held, that the only effect of the reversal of the judgment of the state court by the Supreme Court of the United States was to vacate the judgment for double damages, and the judgment for costs on appeal to the state Supreme Court, and to deny the authority of the state court to double the damages.

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Urmston Harting Grain Co., grain, commission.*†

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CHICAGO, ILL.

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Dickinson Co., Albert, seeds.

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Gerstenberg & Co., grain and seeds.*

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Harris, Winthrop & Co., grain, stocks, bonds.*

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Hoit & Co., Lowell, commission grain and seeds.

Hooper Grain Co., receivers and shippers.*

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Illinois Seed Co., seed merchants.

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Logan & Bryan, grain.*

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Rosenbaum Brothers, receivers and shippers.*†

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Sawers Grain Co., grain commission.*

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Somers, Jones & Co., commission merchants.*

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Vehon & Co., M. L., commission merchants.

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Allen & Munson, grain, hay, flour.*

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Randall, Gee & Mitchell Co., grain and hay commission.†

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Urmston Harting Grain Co.*†

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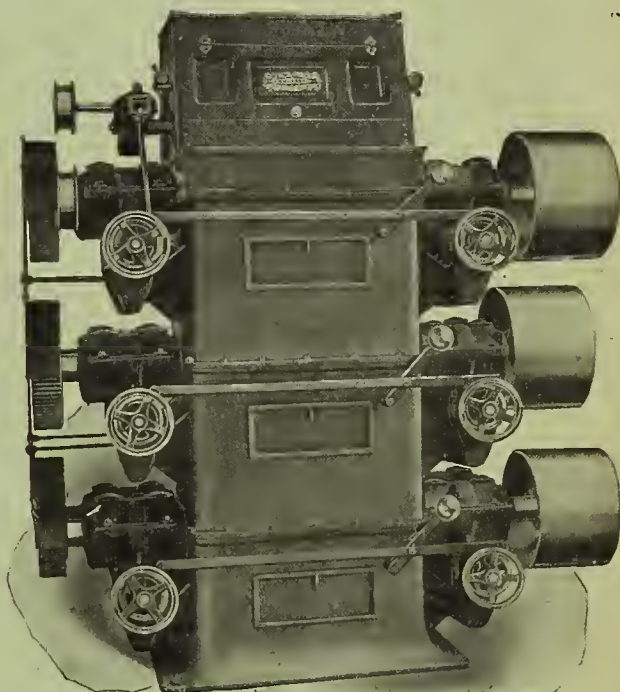
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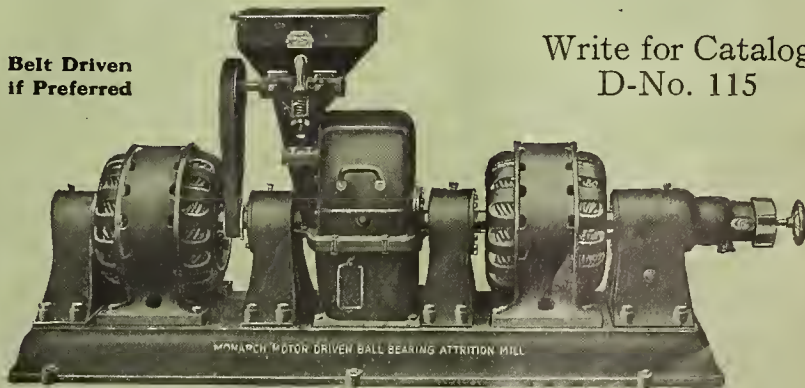
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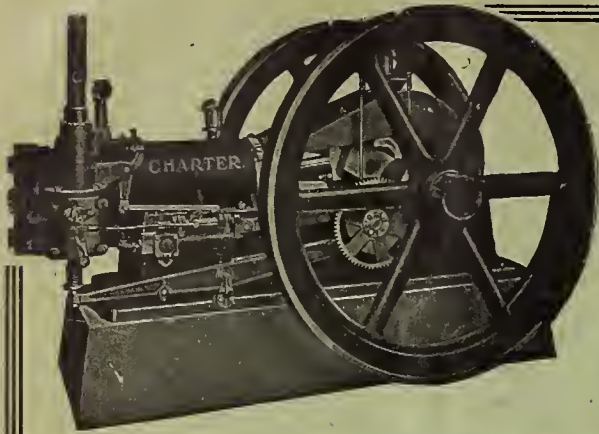


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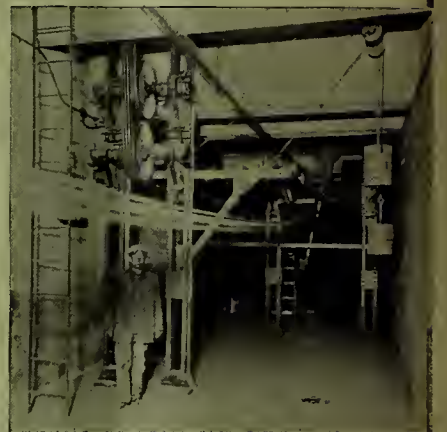
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